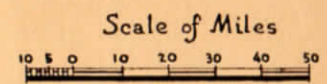




**NORTHWESTERN DISTRICT**  
**OREGON DIVISION**  
 CORRECTED TO OCTOBER 27, 1968



**UNION PACIFIC RAILROAD COMPANY**  
**NORTHWESTERN DISTRICT**



**OREGON DIVISION**  
**TIME-TABLE**  
**No. 53**

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

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

**TIME-TABLE NO. 72**  
**Effective Sunday**  
**December 7, 1969**  
**At 12:01 A.M. Pacific Time**

*Safety Gains*  
*Where Courtesy Reigns*

**FOR EMPLOYEES ONLY**

**G. H. BAKER**  
General Manager

**J. BOWEN**  
General Superintendent Transportation

**R. L. RICHMOND**  
General Superintendent

**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.  
J. A. McCullough, Trainmaster .. Seattle, Wash.  
M. S. Barkdull, Trainmaster .. Spokane, Wash.  
S. R. Tortorelli, Trainmaster .. Spokane, Wash.  
F. W. Davis, Trainmaster .. Hinkle, Ore.  
M. D. Sweet, Trainmaster .. La Grande, Ore.  
G. C. Fisher, Asst. Trainmaster .. Walla Walla, Wash.  
J. F. Stern, Terminal Trainmaster .. Argo, Wash.  
R. D. Yingst, Terminal Trainmaster .. Argo, Wash.  
P. N. Martin, Terminal Trainmaster .. La Grande, Ore.

J. L. Jensen, Terminal Trainmaster .. The Dalles, Ore.  
J. E. Pickett, Master Mechanic .. Portland, Ore.  
A. B. Ziegler, General Road Foreman of Engines .. Portland, Ore.  
J. C. Ladd, Road Foreman of Engines .. La Grande, Ore.  
D. L. Freeman, Road Foreman of Engines .. Portland, Ore.  
G. W. Jones, Road Foreman of Engines .. Spokane, Wash.  
A. D. McGinnis, Road Foreman of Engines .. Portland, Ore.  
G. W. McDonald, Division Engineer .. Portland, Ore.  
V. W. Wise, General Roadmaster .. Portland, Ore.  
L. G. Malzahn, Asst. to Mgr. of Safety and Courtesy .. Portland, Ore.  
L. C. Pitchford, Asst. Supt. of Safety and Courtesy .. Portland, Ore.  
M. H. Galloway, Chief Train Dispatcher .. Albina, Ore.  
J. A. Fehr, Assistant Chief Train Dispatcher .. Albina, Ore.  
J. F. Fehrenbacher, Assistant Chief Train Dispatcher .. Albina, Ore.  
F. H. Cavallo, Assistant Chief Train Dispatcher .. Albina, Ore.  
R. S. Larabee, Assistant Chief Train Dispatcher .. Albina, Ore.  
P. A. Mead, Assistant Chief Train Dispatcher .. Albina, Ore.  
D. C. Tannhill, Assistant Chief Train Dispatcher .. Albina, Ore.

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

Name	Title	Location	Name	Title	Location
Joseph M. Roberts	District Surgeon	Portland, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
J. P. Craven	Surgeon	Portland, Ore.	C. E. McArthur	Surgeon	Olympia, Wash.
Joyle Dahl	Surgeon	Portland, Ore.	William O. Steele	Surgeon	Oregon City, Ore.
David G. Duncan	Surgeon	Portland, Ore.	G. V. Axford	Surgeon	Pasco, Wash.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	J. F. Bittner	Physician	Pendleton, Ore.
Robert M. Hansen	Aurist	Portland, Ore.	J. R. Broun	Surgeon	Pendleton, Ore.
M. H. Johnson	Oculist	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
A. M. Klass	Oculist and Aurist	Portland, Ore.	R. J. Weiland	Surgeon	Pomeroy, Wash.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	G. S. McConnell	Surgeon	Ritzville, Wash.
L. E. Lundberg	Surgeon	Portland, Ore.	H. R. Gahler	Surgeon	St. John, Wash.
T. R. Nickelson	Surgeon	Portland, Ore.	Wm. J. Kelly	Physician	Seattle, Wash.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	LeRoy F. Lundy	Surgeon	Seattle, Wash.
R. L. Olsen	Surgeon	Parkrose, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
P. A. Snedecor	Surgeon	Portland, Ore.	John M. Shiach	Oculist	Seattle, Wash.
R. H. Tinker	Surgeon	Portland, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
J. D. Fletcher	Physician	Aberdeen, Wash.	H. E. Eggers, Jr.	Urologist	Seattle, Wash.
G. M. Burns	Surgeon	Baker, Ore.	H. S. Brown	Surgeon	Spokane, 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.
Lyle C. Ham	Surgeon	Enterprise, Ore.	W. H. Tousey	Surgeon	Spokane, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	G. T. Wallace	Orthopedist	Spokane, Wash.
W. H. Wolf	Surgeon	Heppner, Ore.	M. L. Johnson	Surgeon	Tacoma, Wash.
F. W. Ford	Surgeon	Hermiston, Ore.	Roy H. Virak	Physician	Tacoma, Wash.
M. J. Johnson	Surgeon	Hermiston, Ore.	W. E. Hart	Surgeon	Tekoa-Fairfld., Wash.
G. A. Jones	Surgeon	Hermiston, Ore.	F. A. Thiel	Surgeon	Tekoa-Fairfld., Wash.
G. C. Carter	Surgeon	Hood River, Ore.	The Dalles Clinic	Surgeons	The Dalles, Ore.
Stanley E. Wells	Surgeon	Hood River, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	S. R. Hevel	Surgeon	Waitsburg, Wash.
Glen V. Axford	Surgeon	Kennewick, Wash.	A. M. Peterson	Surgeon	Walla Walla, Wash.
James J. D. Haun	Surgeon	La Grande, Ore.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
W. J. Kubler	Surgeon	La Grande, Ore.	R. W. Stevens	Oculist and Aurist	Yakima, Wash.
T. B. Lumsden	Surgeon	La Grande, Ore.	H. C. Lynch	Surgeon	Yakima, Wash.
Robert L. Stuart	Oculist and Aurist	La Grande, Ore.	N. W. Moss	Surgeon	Yakima, Wash.
J. E. Carsow	Surgeon	Lewiston, Ida.	R. P. Scheffter	Oculist and Aurist	Yakima, Wash.
			D. H. Ballew	Surgeon	Yakima, Wash.

WESTWARD

**CONDENSED TIME-TABLE**

EASTWARD

FIRST CLASS				Distance from Granger via Boise	Time-Table No. 53 December 7, 1969	FIRST CLASS						
105 Passenger	19 Passenger	457 Passenger	17 Passenger			20 Passenger	18 Passenger	106 Passenger	458 Passenger			
Daily	Daily	Daily	Daily		STATIONS							
5.05			2.20	0.0	GRANGER		A 4.00	A1 1.00				
8.30 8.40			6.30 6.45	213.9	POCATELLO		11.35 11.25	7.00 6.50				
11.01			9.55	373.8	GLENN'S FERRY		8.40	4.00				
12.16			11.25	448.4	BOISE		7.15	2.40				
2.05			1.35	550.1	M.T. HUNTINGTON	M.T.	5.05	12.50				
1.06			12.40		P.T. LA GRANDE	P.T.	4.00	11.49				
3.25			3.15	649.7	PENDLETON		1.35	9.30				
5.30			5.30	723.9	SPOKANE	A 5.30						
	10.45			941.3	HINKLE	1.00	10.45	6.41				
6.10	A 3.15		6.20	755.3	THE DALLES		9.05	5.15				
7.30			8.05	855.4	PORTLAND		7.00	3.30	A 9.30			
A 9.15		9.45	A10.00	939.5	SEATTLE				5.30			
		A 1.30		1122.7		Daily	Daily	Daily	Daily			
(17.10)	(4.30)	(3.45)	(20.40)		..... Thru Time .....				(4.30)	(20.00)	(18.30)	(4.00)
54.7	40.7	48.9	45.4		..... Average speed per hour .....				40.7	46.9	50.8	45.8

WESTWARD

**CONDENSED TIME-TABLE**

EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 53 December 7, 1969	FIRST CLASS				
			35 Passenger			36 Passenger				
			Monday Thursday Saturday		STATIONS					
			11.25	0.0	McCAMMON	A 3.15				
			11.55 12.25	22.7	POCATELLO	2.45 2.05				
			1.40	73.3	IDAHO FALLS	12.55				
			A 7.30	285.8	BUTTE	7.30				
						Sunday Tuesday Friday				
			(8.05)		..... Thru Time .....				(7.45)	
			35.4		..... Average speed per hour .....				36.9	

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

**MILEAGE**

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

WESTWARD				FIRST SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS				Time-Table No. 53 December 7, 1969	Mile Post	FIRST CLASS				
	17		105				18		106		
	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	
Daily		Daily		STATIONS							
BFKPTWZ			12.40PM	1.06AM	C-R	HUNTINGTON HU	389.4	A 4.00PM	A 1.49PM		
93 P						LIME 4.9	384.5				
91 P						WEATHERBY 7.0	377.5				
179 PT						DURKEE 8.6	368.9				
94 P						OXMAN 7.2	361.7				
119 P						PLEASANT VALLEY 6.3	355.4				
184 PT						ENCINA 3.5	351.9				
94 P						QUARTZ 4.6	347.3				
189 BFKPTWYZ			s 2.00	s 2.20	C	BAKER BC	342.0	s 2.45	s 10.30		
86 P						WING 4.4	337.6				
92 P						HAINES 5.9	331.7				
92 P						NORTH POWDER 9.6	322.1				
92 P						SAGO 6.6	315.5				
127 PT						TELOCASET 2.9	312.6				
92 P						CROOKS 3.7	308.9				
93 JPT					O	UNION JCT. UN	302.2				
92 P						LONETREE 7.3	294.9				
BFKPTWYZ			A 3.05PM	A 3.20AM	C-R	LA GRANDE RA	289.8	1.35PM	9.30PM		
						(99.6)		Daily	Daily		
				(2.25) (2.14) Thru Time					(2.25) (2.19)		
				41.3 44.6 Average speed per hour					41.3 42.9		

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

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

WESTWARD				SECOND SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS				Time-Table No. 53 December 7, 1969	Mile Post	FIRST CLASS				
	17		105				18		106		
	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	
Daily		Daily		STATIONS							
BFKPTWYZ			3.15PM	3.25AM	C-R	LA GRANDE RA	289.8	A 1.30PM	A 9.25PM		
131 PT						HILGARD 7.7	282.1				
121 P						MOTANIC 6.5	275.6				
P						NORDEEN 3.5	272.1				
123 PT						KAMELA 1.0	271.1				
P						ROSS 2.8	268.3				
92 P						MEACHAM 7.8	265.5				
85						HURON 3.6	257.7				
119 P						CAMP 5.6	254.1				
105 P						DUNCAN 9.0	248.5				
57 PT						BONIFER 2.6	239.5				
87 P						GIBBON 7.3	236.9				
87 PT						HOMLY 4.9	229.6				
104 P						MINTHORN 5.8	224.7				
99 P						MUNRA 3.3	218.9				
101 P					C	PENDLETON FD	215.6	s 11.25AM	s 7.16		
139 BJKPT WYZ			s 5.30	s 5.30		RIETH 3.6	212.0				
138 JP						BARNHART 9.4	208.3				
114 P						NOLIN 6.3	198.9				
114 P						ECHO 4.2	192.6				
116 P			f 5.55			STANFIELD 4.2	188.4				
P			f 6.01			HINKLE UK	184.2	10.45AM	6.41PM		
BFKPTWYZ			A 6.10PM	A 6.09AM		(105.6)		Daily	Daily		
				(2.55) (2.44) Thru Time					(2.45) (2.44)		
				36.2 38.6 Average speed per hour					38.4 38.6		

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. 53 December 7, 1969	Mile Post	FIRST CLASS				
		17 Passenger			105 Passenger	18 Passenger	106 Passenger		
		Daily			Daily				
	STATIONS								
BFKPQTWYZ		6.20PM	6.10AM	C-R HINKLE UK	184.2	A 10.40AM	A 6.40PM		
P		f 6.27		O ORDNANCE RN	177.7				
158 P				MUNLEY	175.8				
116 P				CLARKE	169.8				
178 P				O BOARDMAN BD	163.7				
176 P				CASTLE	157.3				
176 JP				HIPPNER JCT.	147.5				
180 JPT		f 7.07		O ARLINGTON MX	138.3	f 9.55			
176 P				BLALOCK	128.7				
176 P				QUINTON	121.1				
196 P				GOFF	112.4				
114 P				BIGGS	103.1				
43				MILLER	100.4				
JPX				O OREGON TRUNK JCT.	95.1				
60 PX		7.50	7.20	DUNE	91.9				
BFKPQTWYZ		A 8.00PM	As 7.30AM	C-R THE DALLES DK	85.8	9.05AM	5.15PM		
		(1.40) 59.0	(1.20) 71.3			(1.35) 62.1	(1.25) 69.4		

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. 53 December 7, 1969	Mile Post	FIRST CLASS				
		17 Passenger			105 Passenger	18 Passenger	106 Passenger		
		Daily			Daily				
	STATIONS								
BFKPQTWYZ		8.05PM	7.30AM	C-R THE DALLES DK	85.8	A 9.00AM	As 5.15PM		
P		8.11	7.36	CRATES	81.7	8.53	5.06		
121 P		8.17	7.42	ROWENA	76.5	8.47	5.00		
115 P		8.25	7.50	MOSIER	70.2	8.39	4.53		
92 JPY		s 8.35	f 7.59	C HOOD RIVER KJ	62.8	s 8.30	f 4.44		
117 P		8.40	8.04	MENO	58.7	8.24	4.39		
112 P		8.50	8.14 <sup>105</sup>	WYETH	50.2	8.14	4.29		
122 P		9.00	8.23	C CASCADE LOCKS CJ	43.0	7.52	4.20		
107 P		9.05	8.28	BONNEVILLE	38.7	7.47	4.15		
114 P		9.10	8.33	DODSON	33.9	7.41	4.10		
114 P		9.17	8.40	BRIDAL VEIL	26.6	7.33	4.03		
114 P		9.21	8.44	ROOSTER ROCK	22.7	7.29	3.59		
45 JPY		9.28	8.51	C TROUTDALE SN	15.6	7.22	3.52		
P		9.32		FAIRVIEW	13.2	7.19			
43 P		9.38	8.59	CLARNIE	7.7	7.14	3.45		
22 PY		9.43	9.04	GRAHAM	4.4	7.09	3.40		
IJPTY		9.49	9.10	C EAST PORTLAND EP	0.5	7.03	3.33		
42 P				HEMLOCK	17.0				
PY				O FIR	12.4				
BKPYZ		VIA GRAHAM	VIA GRAHAM	KENTON	8.1	VIA GRAHAM	VIA GRAHAM		
JPTY				PENINSULA JCT.	5.6				
JPY				ST. JOHNS JCT.	4.2				
BFKPQTWYZ				C-R ALBINA B	1.6				
IJPTY		9.49	9.10	C EAST PORTLAND EP	0.5	7.03	3.33		
BIJKP		A 10.00PM	A 9.15AM	C-R PORTLAND P-VC	0.0	7.00AM	3.30PM		
				VIA GRAHAM (85.8) VIA KENTON (92.2)		Daily	Daily		
		(1.55) 44.7	(1.45) 49.0			(2.00) 42.9	(1.45) 49.0		

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

Rules 251 to 254 inclusive apply between Crates and The Dalles.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.

At Portland, trains and engines are governed by Operating Rules and special instructions of Portland Terminal Railroad Company while using Portland Terminal Railroad Company tracks.

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

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

WESTWARD		FIFTH SUBDIVISION				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 53 December 7, 1969	Mile Post	FIRST CLASS				
			457 Passenger					458 Passenger		
			Daily							
STATIONS										
		9.45 AM	BLOCK SIGNALS	C	PORTLAND	P-Vc	0.0	A 9.30 PM		
IJY		9.59		C	NORTH PORTLAND JCT.	KD	6.8	9.12		
		A 10.03 AM		C	VANCOUVER		8.7	9.08 PM		
<p><b>NO. 457 AND NO. 458 WILL OPERATE OVER SPOKANE, PORTLAND AND SEATTLE RY. CO., VIA WILLBRIDGE, AND ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND AND SEATTLE RY. CO. BETWEEN PORTLAND AND NORTH PORTLAND JCT.</b></p> <p><b>TIME SHOWN AT PORTLAND, NORTH PORTLAND JCT., AND VANCOUVER IS FOR INFORMATION ONLY.</b></p> <p><b>BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND AND SEATTLE RY. CO.</b></p> <p><b>BETWEEN VANCOUVER AND RESERVATION, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY. CO.</b></p>										
			BLOCK SIGNALS		N. P. CROSSING		145.2			
						N. P. CROSSING		146.4		
						N. P. CROSSING		146.5		
IJY		12.41 PM		C	RESERVATION	RN	146.8	A 6.22 PM		
IJPY		A 12.43 PM	C	TACOMA JCT.	JN	147.5	6.20 PM			
<p><b>BETWEEN TACOMA JCT., AND BLACK RIVER, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. CO.</b></p>										
<sup>18</sup> IJPY		1.15 PM	BLOCK SIGNALS	C-R	BLACK RIVER	BI	173.8	A 5.45 PM		
P						C. M. St. P. & P. C. CROSSING		173.8		
BFJJKPQ TWYZ		1.22		C-R	ARGO	G	180.1	5.37		
BKPY		A 1.30 PM		O-R	SEATTLE	OW	183.2	5.30 PM		
<p>(183.2) Daily</p>										
		(3.45)	Thru Time.....				(4.00)			
		48.9	Average speed per hour.....				45.8			

**On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-71.**  
 Rules 261 to 264 inclusive apply between Reservation and Tacoma Jct.

WESTWARD		SIXTH SUBDIVISION						EASTWARD									
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS					FIRST CLASS	Time-Table No. 53 Dec. 7, 1969	Mile Post	FIRST CLASS	SECOND CLASS							
	391	361	151	8	363	19			20	362	392	9	298	364			
	Mixed	Freight	Freight	S.I. Freight	Freight	Passenger			Passenger	Freight	Mixed	S.I. Freight	Freight	Freight			
STATIONS																	
BFJJKP TWYZ			10.00 PM	7.40 PM			371.7				A 10.00 AM	A 4.35 PM					
IJPQY			10.09	A 7.50 PM			369.2				9.50 AM	4.25					
BJKPY			10.15			10.45 AM	367.3	A 5.30 AM				4.20					
45 PY			10.22			10.51	365.6	5.17				4.12					
43 P			10.35			11.03	367.8	5.03				3.52					
118 P			10.50			11.12	365.5	4.53				3.37					
42 P			11.05			11.24	340.3	4.40				3.17					
86 P			11.22			11.38	328.9	4.27				2.52					
42 P			11.32			11.45	322.3	4.19				2.42					
43 P			11.46 PM			11.55 AM	312.9	4.08				2.25					
62 JPTY			12.01 AM			12.05 PM	306.2	4.00				2.15					
42 P			12.08			12.10	301.4	3.54				2.07					
42 P			12.21			12.20	292.8	3.43				1.53					
31 JPT		<sup>298</sup> 1.40 PM	12.33			12.20	284.9	3.33	A 6.00 AM			<sup>391</sup> 1.40					
121 P		2.02	12.52			12.45	273.1	3.16		5.25		<sup>10</sup> 12.45					
J							269.6										
BFKPTWY	A 2.25 PM		1.30			1.04	268.1	2.58	5.00 AM			12.20 PM					
176 P			1.45			1.17	256.7	2.43				11.55 AM					
176 P			2.00			1.28	246.7	2.30				11.40					
187 P			<sup>20</sup> 2.15			1.41	236.9	<sup>151</sup> 2.15				11.25					
100 P			2.39			1.53	228.2	2.00				11.10					
134 JPTY		3.30 AM	3.05			4.25 AM	215.2	1.45	A 2.45 AM			10.50					
JPTY		3.35	3.10			4.30	213.5	1.40	2.40			10.45					
132 P		3.52	3.30			4.50	203.2	1.25	2.22			10.30					
134 P		4.10	3.45			5.10	193.4	1.15	2.05			10.15					
BFJJKP TWYZ	A 4.35 AM	A 4.05 AM			A 5.30 AM	A 3.15 PM	184.2	1.00 AM	1.45 AM			10.00 AM					
									Daily	Daily	Daily Except Sunday	Daily	Daily	Daily			
		(0.45)	(1.05)	(6.05)	(0.10)	(1.05)	(4.30)	Thru Time.....				(4.30)	(1.00)	(1.00)	(0.10)	(6.35)	(1.06)
		28.5	28.6	30.8	15.0	28.6	40.7	Average speed per hour.....				40.7	31.0	21.4	15.0	28.5	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-71.**

**Rule 261 applies between west switch Joso and east switch Ayer.**

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. 53		Mile Post	SECOND CLASS	
	305 Freight		December 7, 1969			304 Freight	
	Monday Wednesday Friday		STATIONS				
22	PTY	7:00AM	O-R	JOSEPH J	83.8	A	1:50PM
22	PY	7:30	O	ENTERPRISE RS	78.0		1:25
29		8:05		LOSTINE	67.8		12:50
40	PTY	8:30		WALLOWA	60.0		12:25PM
7	P	9:00		MINAM	47.1		11:55AM
66		9:35		KIMMELL	39.5		11:25
33		9:50		LOOKING GLASS	33.8		11:05
24		10:35		GULLING	25.1		10:35
28	PTY	11:05	O	ELGIN GN	20.9		10:20
17	P	11:30		IMBLER	12.3		9:55
14		11:45AM		ALICEL	8.4		9:40
BFJKPQTYZ		A 12:25PM	C-R	LA GRANDE RA	0.0		9:00AM
				(83.8)			Sunday Tuesday Thursday
		(5.25) Thru Time.....					(4.50)
		15.5 Average speed per hour.....					17.3

**WESTWARD PILOT ROCK BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 53		Mile Post
	December 7, 1969		
	STATIONS		
138	JP	RIETH	0.0
17		SPARKS	6.7
14	Y	O PILOT ROCK RO	14.3
		(14.3)	

**WESTWARD UMATILLA BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 53		Mile Post
	December 7, 1969		
	STATIONS		
BEJKPQTYZ		C-R HINKLE UK	0.0
79	P	O HERMISTON MN	3.9
	TY	UMATILLA	10.1
		IRRIGON	17.9
		(17.9)	

Eastward trains are superior to trains of the same class in opposite direction.—See Rule S-71.  
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. 53		Mile Post
	December 7, 1969		
	STATIONS		
37	PTY	O-R HEPPNER HR	45.2
13	P	LEXINGTON	36.3
3		JORDAN	31.0
15	P	O IONE ON	28.3
1		McNAB	25.2
6		MORGAN	19.8
1		CECIL	14.5
176	JP	HEPPNER JCT.	0.0
		(45.2)	

**WESTWARD CONDON BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 53		Mile Post
	December 7, 1969		
	STATIONS		
21	JTY	O-R CONDON CD	44.5
18		GWENDOLEN	36.3
22		SPEECE	32.3
22		CLEM	28.6
22		MIKKALO	24.4
20		BARNETT	19.7
6		ROCK CREEK	16.0
22		SHUTLER	7.3
180	JPT	O ARLINGTON MX	0.0
		(44.5)	

**Westward BEND BRANCH Eastward**

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS		Time-Table No. 53		Mile Post	SECOND CLASS	
	313 Freight		Dec. 7, 1969			314 Freight	
	Daily Except Monday		STATIONS				
-BFJKPT WYZ		5:00AM	C-R	BEND D	150.0	A	2:30PM

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

JPXY	OREGON TRUNK JUNCTION		0.0	7:30AM
	(150.0)			
	(7.01) Thru Time.....	(7.00)		Daily Except Sunday
	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. 53		Mile Post
	Dec. 7, 1969		
	STATIONS		
JPTY		EAST OLYMPIA	0.0
Y		CAPITOL	2.0
PY		TUMWATER	4.9
Y		N. P. CROSSING	7.3
BJKPT WYZ		O-R OLYMPIA OA	7.4
		(7.4)	

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-71.  
For stations not shown on schedule pages, see page 16.

**WESTWARD GRAYS HARBOR BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS		Time-Table No. 53		Mile Post	SECOND CLASS	
	307 Freight		December 7, 1969			308 CMSt. P & P Freight	
	Daily Except Sunday		STATIONS			306 Freight	
BFJKP TWYZ		2:00AM	C-R	CENTRALIA CN	0.0		A 8:00PM

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

JMPY	BLAKESLEE JUNCTION		2.4	A 7:45PM
	N. P. CROSSING			
M	C. M. St. P. & P. CROSSING		2.4	
M	GALVIN		5.0	7:35
20	P	2:25		
36	JP	2:50	12:01AM	R HELSING JUNCTION 12.2 A 7:40PM 7:10
43		2:55	12:05	INDEPENDENCE 13.7 7:35 7:05
43	P	3:20	12:30	CEDARVILLE 22.2 7:10 6:40
42		3:30	12:40	LANKNER 26.3 7:00 6:30
30		3:45	12:55	SAGINAW 30.8 6:45 6:15
1	P	3:50	1:00	SOUTH ELMA 32.5 6:40 6:10
43	PTY	4:25	1:35	SOUTH MONTESANO 42.4 6:05 5:35
JPY	MONTESANO		43.9	
43	PTY	4:25	1:35	SOUTH MONTESANO 42.4 6:05 5:35
28	PY	5:00	2:05	COSMOPOLIS 52.6 5:30 5:00
JY	SOUTH ABERDEEN JCT.		53.2	
PUY	N. P. CROSSING		53.3	
75	JPYZ	A 5:10AM	A 2:35AM	O-R ABERDEEN SA 53.9 5:20PM 4:50PM

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

BFJKP TWYZ	HOQUIAM HO		57.5	5:00PM	4:30PM
	(57.5)				
	(3.30) Thru Time.....	(2.40)		Daily Except Saturday	Daily Except Sunday
	16.4 Average speed per hour.....	14.8		17.0	16.4

WESTWARD		YAKIMA BRANCH			EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS			
		373 N. P. Freight	361 Freight			363 Freight	362 Freight	374 N. P. Freight	364 Freight
		Daily Except Sunday	Daily Except Sunday			Daily			
STATIONS									
BFJKPTWYZ				11.30PM	O-R	YAKIMA NY	98.0		A 6.15AM
31 Y				11.40		UNION GAP	94.6		5.55
MP						N. P. CROSSING	91.3		
23 P				11.50PM		PARKER	90.8		5.45
M						N. P. CROSSING	89.4		
24 P				12.01AM		DONALD	86.8		5.30
12 JP				12.07		SAWYER	84.5		5.20
30 JP				12.15	O	BUENA BA	81.6		5.10
60 JPY				12.24	O	ZILLAH AH	78.5		4.55
43 P				12.40		GRANGER	73.4		4.40
42				12.55		EMERALD	67.2		4.25
28 JPTY				1.05	R	MIDVALE	63.6		4.15
41 JPY				1.20	O	GRANDVIEW GW	57.7		3.55
35 P				1.45		NORTH PROSSER	50.8		3.35
43				2.05		CHAFFEE	43.0		3.15
41 P				2.25		BENTON CITY	36.5		2.55
43				2.40		ACTON	31.3		2.40
43 JPY		7.40AM	6.20AM	3.05	R	RICHLAND JCT.	19.0	A 5.20AM	A 5.30AM
36 BJKPWY		A 8.00AM	A 6.50AM	3.20	C	KENNEWICK KN	13.2	5.00AM	5.10AM
6 P				3.35		HEDGES	8.7		1.35
70 JP				3.45		VILLARD JCT.	7.0		1.25
58 JPY						ATTALIA	0.6		
134 JPTY				A 4.05AM	C.T.C.	WALLULA JN	0.0		1.10AM
						(98.4)		Daily Except Sunday	Daily Except Sunday
		(0.20) 17.4	(0.30) 11.6	(4.35) 21.5		..... Thru Time.....	(0.20) 17.4	(0.20) 17.4	(5.05) 19.3
						..... Average speed per hour.....			

WESTWARD		SUNNYSIDE BRANCH			EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS			
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 5-71.

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

WESTWARD		TEKOA BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS				
		863 Freight	355 Freight	391 Mixed			387 Mixed	388 Mixed	392 Mixed	356 Freight	864 Freight
		Daily	Daily Except Saturday	Daily Except Saturday			Daily				
STATIONS											
BFJKPQ TWYZ				6.00AM	12.30AM						
48 JY				6.10	f 12.40						
27 P				6.20	f 12.50						
63 P				6.45	f 1.15						
JPY				f 7.00	A f 1.30AM						
17				f 7.20							
34				f 7.35							
24 JPY				f 7.50							
18				f 8.05							
PTY				s 8.35							
8 JPY				A 8.55AM							
25											
U											
28 JY											
24 JPTY											
25											
21											
22 Y											
53 JTY					12.15PM						
38					12.25						
19 JTY					A 12.45PM						
35											
34											
46 JTY		10.00PM									
10 JPTY		10.20	7.55PM								
JY		A 11.10PM	A 8.40PM								
		(1.10) 15.0	(0.45) 6.1	(6.45) 16.2	(1.00) 17.4	..... Thru Time.....	(1.05) 16.0	(7.05) 16.9	(0.45) 6.1	(1.10) 15.0	
						..... Average speed per hour.....					

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 5-71.

No. 355 arriving at Tucannon on Tucannon Branch will run as No. 355 Tucannon to Ayer Jct.  
 No. 388 arriving at Plummer Jct. on Wallace Branch will run as No. 388 Manito to East Spokane.  
 No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.  
 No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to East Spokane.  
 For stations not shown on schedule pages, see page 16.

WESTWARD		MOSCOW BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	379 Freight	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	378 Freight
	Daily Except Sunday				STATIONS	
BJKWY		8.00AM	O-R MOSCOW MO	28.1	A	2.00PM
1		8.30	7.6 WHITLOW	20.5		1.10
U			1.2 N. P. CROSSING	19.3		
17 Y		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	379 Freight	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	378 Freight
	Daily Except Saturday				STATIONS	
BFBKPTWYZ		C-R	WALLA WALLA BU	30.9		
2 Y			2.0 COLLEGE PLACE	28.9		
M			0.2 W. W. V. RY. CROSSING	28.7		
12 Y			0.1 GARRETT	28.6		
5			4.6 WHITMAN	24.0		
22			4.7 LOWDEN	19.3		
107 PY			4.3 TOUCHET	15.0		
7			7.5 REISE	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.**

WESTWARD		WALLULA JCT.		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	379 Freight	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	378 Freight
	Daily Except Saturday				STATIONS	
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	391 Mixed	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	391 Mixed
	Daily Except Saturday				STATIONS	
8 JPY		9.01AM	SELTICE	48.0		
U			5.2 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		..... Average speed per hour.....			

WESTWARD		CONNELL BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	391 Mixed	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	392 Mixed
	Monday Wednesday Thursday Sunday				STATIONS	
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 KAHLIOTUS	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	355 Freight	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	356 Freight
	Daily Except Saturday				STATIONS	
JPTY		7.40PM	4.5 STARBUCK	4.8	A	4.00PM
JPTY		A 7.55PM	R TUCANNON	0.0		3.45PM
			(9.3)			Daily Except Saturday
	(0.15)		..... Thru Time.....	(0.15)		
	19.2		..... Average speed per hour....	19.2		

Westward		POMEROY BRANCH		Eastward		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	355 Freight	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	356 Freight
	Daily Except Saturday				STATIONS	
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
JTY		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 Pomerooy 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 Pomerooy.  
 No. 356 arriving Pomerooy will run as No. 355 Pomerooy to Starbuck.  
 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-71.

WESTWARD		PENDLETON BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	365 Freight	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	366 Freight
	Daily Except Sunday				STATIONS	
20 Y			ALTO	83.0		
17			7.5 MENOKEN	75.5		
20 JPY		12.50PM	4.2 BOLLES	71.3	A	10.05AM
19 PY		1.10	O PRESCOTT SY	66.7		9.45
15		1.55	13.1 VALLEY GROVE	53.6		9.00
U			6.4 N. P. CROSSING	47.2		
U			0.6 W. W. V. RY. CROSSING	46.6		
BFBKPT 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			0.1 MILTON-FREEWATER CO	36.2		
40			9.5 BLUE MOUNTAIN	26.7		
14			3.3 DOWNING	23.4		
57 PY			2.5 WESTON WT	20.9		
15 PY			3.7 ATHENA CN	17.2		
31			4.6 ADAMS	12.6		
10			2.6 BLAKELEY	10.0		
BJKTWYZ			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	365 Freight	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	366 Freight
	Daily Except Sunday				STATIONS	
24			TURNER	24.8		
18			2.1 WHETSTONE	22.7		
10 JPTY		11.50AM	O DAYTON DA	13.1	A	11.05AM
U			0.99 N. P. CROSSING	13.0		
U			0.01 N. P. CROSSING	13.0		
JY		A 11.55AM	0.1 DAYTON JCT.	12.9		11.00AM
			7.7			

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

WESTWARD		WAITSBURG JCT.		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	365 Freight	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	366 Freight
	Daily Except Sunday				STATIONS	
JY		12.25PM	R	WAITSBURG JCT.	5.2	A 10.30AM
18 PY		12.35	O	1.7 WAITSBURG BG	3.5	10.20
20 JPY		A 12.50PM		3.5 BOLLES	0.0	10.05AM
				(24.8)		Daily Except Sunday
	(1.00)		..... Thru Time.....	(1.00)		
	13.1		..... Average speed per hour....	13.1		

No. 366 arriving Dayton will run as No. 365 Dayton to Bolles.

WESTWARD		WALLACE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	387 Mixed	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	388 Mixed
	Daily				STATIONS	
JY		1.30AM	R MANITO M		A	9.55AM

**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.

WESTWARD		PLUMMER JCT.		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	387 Mixed	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	388 Mixed
	Daily				STATIONS	
JPY		2.10AM	C-R PLUMMER JCT. WJ	16.2	A	9.15AM
16 PY		2.40	6.6 CHATCOLET	22.8		8.45
34 P		3.10	7.7 HARRISON	30.5		8.15
14 P		3.20	3.5 SPRINGSTON	34.0		8.05
27		3.55	11.3 LANE	45.3		7.30
23		4.10	3.8 ROSE LAKE	49.1		7.15
3 T		4.40	8.6 CATALDO	57.7		6.45
5		4.55	4.8 ENAVILLE	62.5		6.30
JY		5.05	1.6 PINE CREEK	64.1		6.20
19 BFBKQ WY		5.15	3.1 BRADLEY	67.2		6.10
23		A 5.30AM	O-R KELLOGG-WARDNER DN	69.2		6.00AM
JPYZ			6.6 OSBURN	75.8		
U			4.4 WALLACE WC	80.2		
U			0.2 N. P. CROSSING	80.4		
JY			0.2 N. P. CROSSING	80.6		
2 JY			0.1 WALLACE JCT.	80.7		
			0.2 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	387 Mixed	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	388 Mixed
	Daily				STATIONS	
JY			BRADLEY	0.0		
Y			2.0 END OF TRACK	2.0		
			(2.0)			

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

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 387 is superior to No. 388.—See Rule S-71.

No. 366 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>Pleasant Valley Branch</b>			
Nelson.....	372.9	47 P	East	Juno.....	20.8	6	Both
<b>Second Subdivision</b>				Huntley.....	22.6	1	Both
Pendair.....	213.5	114 P	Both	Sunset.....	25.4	22	Both
Mission.....	221.2	5 P	Both	Warner.....	45.3	6	Both
		19		<b>Moscow Branch</b>			
Cayuse.....	227.1	37 P	Both	Risbeck.....	4.5	2	Both
North Fork.....	251.4	9 P	West	Parvin.....	7.8	5	Both
				Armstrong.....	15.7	1	Both
<b>Third Subdivision</b>				<b>Tekoa Branch</b>			
Seufert.....	87.2	58 PXY	West	Pierson.....	20.1	1	West
Rufus.....	108.7	26 P	Both	Schreck.....	31.9	7	Both
				Thera(1).....	64.8	10	Both
<b>Fourth Subdivision</b>				Glenwood.....	83.5	8	Both
Bruun.....	1.9	13 PY	Both	Walters.....	98.6	10	Both
Montavilla.....	5.9	7	Both	Rahm.....	125.9	1	Both
Rockwood.....	11.8	49	Both	Freeman.....	146.9	32	Both
Eri.....	14.2	1	Both				
C. L. Lumber Co.....	45.1	2 P	East	<b>Connell Branch</b>			
Chatfield.....	71.8	9 P	West	Pampa.....	4.6	9	Both
<b>Via Kenton</b>				Gordon.....	8.2	3	Both
Champ.....	9.5	1	Both	Wacota.....	34.1	3	West
Ward.....	14.2	1	Both	Estes.....	42.3	2	Both
		29	Both	Sulphur.....	46.1	4	Both
Reynolds.....	20.0	20 P	West	Curry.....	51.1	7	Both
		121	West	<b>Tucannon Branch</b>			
<b>Sixth Subdivision</b>				Powers.....	3.0	2	Both
Wallula Heights.....	217.9	67	East	<b>Pomeroy Branch</b>			
Humorist.....	222.6	79 P	Both	Houser.....	19.1	1	Both
Sun Harbor.....	223.9	15	Both				
Ice Harbor.....	226.0	15	East	<b>Pendleton Branch</b>			
Sheffler.....	244.8	1	Both	Havana.....	6.9	7	Both
Scott.....	252.1	79 P	Both	Bade.....	30.2	8	Both
Magallon.....	260.8	21	Both	Barrett.....	33.1	6	Both
Park.....	279.3	44 P	Both	Prunedale.....	34.2	10	Both
Teske.....	310.6	1	West	State Line.....	41.7	6	Both
Croskey.....	332.9	52 P	Both	Langdon.....	43.6	8	Both
				Russell.....	51.8	7	Both
<b>Joseph Branch</b>				Hadley.....	56.5	13	Both
Island City.....	2.6	6	Both	Berryman.....	59.8	5	Both
Baum.....	3.7	32	West	Ennis.....	60.9	3	Both
Conley.....	5.9	2	Both	Robison.....	67.7	1	Both
Vincent.....	40.6	1	East	McCall.....	69.4	1	Both
Harris.....	48.0	1	Both	McKay.....	78.6	2	Both
Sevier.....	56.7	1	West				
Freels.....	75.2	1	West	<b>Dayton Branch</b>			
Marble.....	75.8	1	Both	Taggard.....	4.3	1	West
		22	West	Ronan.....	19.3	21	West
<b>Pilot Rock Branch</b>				<b>Wallace Branch</b>			
McBee.....	2.8	1	East	Dudley.....	52.0	6	Both
<b>Condon Branch</b>				Shont.....	72.8	1	Both
Roddy.....	11.2	10	West	Polaris.....	74.6	35	East
<b>Grays Harbor Branch</b>				Gem.....	84.1	1	Both
Raisch.....	2.6	2	Both	Frisco.....	84.4	4	Both
Baleh.....	18.3	14 P	Both				
<b>Yakima Branch</b>							
Grosscup.....	28.2	3	Both				
Biggam.....	48.3	5	Both				
Boone.....	76.4	1	East				

(1) Flag stop for No. 392.

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

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

Designation "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	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		40 35
Passenger trains handling 6 cars or less, except No. 105 and No. 106.	70				20
All work trains.		50	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On Main lines—tangent track; On Main lines—curves; On Branch lines.		35 25 25
All regularly assigned locals.		50			
When using No. 20 turn-outs, unless a different speed is specified.	40	40	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		35
When using No. 14 turn-outs.	25	20			
When using other turn-outs.	15	15	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track; On restricted track or curves 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through cross-overs or turn-outs.		40
Within yard limits protected by continuous block signal system.	60	35			
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20			
When using siding in C.T.C. Territory.	20	20			
When using other sidings or any other track other than main track.	15	15			
Road freight locomotives G.P. 7 Units Nos. 100-129 inclusive. Other road freight locomotives.	65 75	65	Trains handling ore cars U. P. 26000-26499 inclusive, loaded or empty.		50
Yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50	Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus.		50
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.		35	Trains handling specially equipped cars for company wheels and axles, U. P. 99000-99014 inclusive and U.P. 99500-99962.		50
When multiple unit engine is controlled from other than leading unit.	30	30	Trains handling company scrap.		50
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6
Freight trains handling tonnage in excess of 75 tons per operative brake.		40	Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.		35 45 45
Wye tracks except those portions used as main track or siding.	6	6			

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Maximum speed.	79	60	Between Mile Posts— 346.9 and 347.1.	70	55	Between Mile Posts— 364.1 and 364.5.	35	25
<b>La Grande</b> Over street crossings within city limits.	20	20	<b>Quartz</b> 348.2 and 349.6.	30	25	366.3 and 366.5.	70	55
Between Mile Posts— <b>Union Jct.</b> 302.6 and 307.4.	35	25	351.1 and 353.9.	40	25	<b>Durkee</b> 370.7 and 371.0.	70	55
307.4 and 311.9.	45	25	354.1 and 354.5.	60	30	372.8 and 377.1.	35	25
311.9 and 314.3.	55	40	<b>Pleasant Valley</b> On descending grade between Pleasant Valley and MP365.0.	50	25	<b>Weatherby</b> 378.1 and 382.0.	40	25
315.4 and 319.5.	30	20				382.3 and 383.9.	60	45
321.3 and 321.6.	70	55	On descending grade between Pleasant Valley and MP365.0, freight trains averaging more than 65 tons per operative brake.		20	<b>Lime</b> High line track and connection.		10
<b>Baker</b> 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	<b>Oxman</b> 362.1 and 363.6.	45	25	389.0 and 389.8.	20	20
						<b>Huntington</b>		

SECOND SUBDIVISION

Maximum speed. Between Hinkle and Pendleton.	79	65	<b>Pendleton</b> Over S.W. Fourth, Main and S.E. Third Streets.	12	12	Between Mile Posts— 245.7 and 246.1.	60	45
Between Pendleton and La Grande	79	60	Over other street crossings within city limits.	20	20	247.3 and 248.1.	35	25
Between Mile Posts— <b>Hinkle</b> 188.7 and 191.8.	60	45	Between Mile Posts— 216.8 and 217.4.	40	25	248.4 and 248.6.	50	30
<b>Echo</b> Over street crossings.	30	30	217.4 and 218.9.	60	45	249.4 and 249.6.	35	25
Between Mile Posts— 193.4 and 194.5.	45	30	220.1 and 220.5.	55	40	249.8 and 250.7.	70	55
195.4 and 195.6.	60	45	222.7 and 223.8.	35	25	251.0 and 251.2.	35	25
196.7 and 198.1.	55	40	<b>Minthorn</b> 226.0 and 226.2.	70	55	251.4 and 251.9.	60	45
198.5 and 198.6.	45	30				252.3 and 257.0.	35	25
<b>Nolin</b> 200.7 and 200.9.	60	45	227.3 and 231.6.	40	25	<b>Huron</b> On descending grade between MP 257.1 and 281.9.	30	25
201.4 and 201.6.	70	55	232.5 and 234.0.	55	40	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	236.6 and 237.9.	35	25	240.1 and 240.2.	30	25
205.3 and 206.2.	70	55	238.2 and 240.1.	55	40	240.3 and 240.6.	70	55
206.7 and 206.9.	60	45	240.1 and 240.2.	30	25	240.3 and 240.6.	70	55
<b>Barnhart</b> 208.9 and 210.9.	55	40	241.0 and 241.9.	30	25	241.0 and 241.9.	30	25
			242.4 and 243.2.	60	45	242.4 and 243.2.	60	45
			244.0 and 244.7.	40	25	244.0 and 244.7.	40	25
						<b>La Grande</b>		

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

Maximum speed.	79	65	Between Mile Posts— 18.1 and 18.5.	60	45	Between Mile Posts— <b>Hood River</b> 63.1 and 64.3.	45	30
<b>Portland</b> Union Station, on all tracks P. T. R. R. Co. Yard, and through interlocking.	6	6	20.1 and 22.4.	60	45	64.4 and 66.1.	60	45
<b>East Portland</b> Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	<b>Rooster Rock</b> 23.8 and 24.0.	55	40	66.1 and 66.7.	40	25
			24.8 and 25.9.	60	45	67.1 and 68.2.	60	45
Between Portland and Albina, over street crossings.	10	10	<b>Bridal Veil</b> 27.5 and 29.4.	60	45	68.4 and 70.3.	40	25
			30.2 and 31.4.	60	45	70.4 and 72.7.	55	40
<b>Kenton</b> Over Columbia Boulevard, near Peninsula Jet.	25	25	31.7 and 32.8.	70	55	73.7 and 75.0.	60	45
			<b>Dodson</b> 35.5 and 37.3.	55	40	75.1 and 75.9.	55	40
Between Kenton and Troutdale via Fir.	35	35	38.2 and 39.9.	60	45	76.3 and 77.0.	60	45
Between Mile Posts— <b>East Portland</b> 1.0 and 2.7.	35	20	41.4 and 42.5.	35	20	77.5 and 78.2.	70	55
			42.8 and 43.0.	70	55	79.0 and 79.4.	55	40
<b>Bruun</b> 3.2 and 7.6.	50	35	44.4 and 45.5.	35	20	79.4 and 80.3.	70	55
<b>Clarnie</b> 10.9 and 13.2.	50	40	<b>Cascade Locks</b> 43.3 and 45.0.	50	35	80.3 and 81.2.	55	40
			45.0 and 49.0.	55	40	<b>Crates</b> 81.8 and 82.1.	60	45
13.2 and 13.5.	45	30	49.6 and 58.5.	60	45	83.0 and 83.4.	45	30
14.8 and 16.0.	60	45	<b>Meno</b> 59.4 and 61.9.	50	35	84.5 and 85.0.	20	20
						<b>The Dalles</b>		

FIFTH SUBDIVISION

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

SIXTH SUBDIVISION

Maximum speed.	70	60	Between Mile Posts— <b>Page</b> 238.4 and 239.0.	45	35	Between Mile Posts— <b>Ankeny</b> 294.4 and 294.5.	40	35	
<b>Hinkle</b> East and West legs of wye.	20	20		50	40		295.4 and 297.0.	55	45
			60	50	305.5 and 307.0.	35	35		
			45	35	<b>Marengo</b> 308.6 and 309.0.	60	45		
Between Mile Posts— <b>Cold Springs</b> 200.4 and 201.0.	50	45	60	50	<b>Cheney</b> Within city limits.	35	35		
<b>Juniper</b> 209.2 and 212.7.	40	30	<b>Walker</b> 248.3 and 249.3.	60		50	Between Mile Posts— 352.8 and 353.5.	55	40
			<b>Wallula Jct.</b> 214.6 and 215.5. over manual switches.	20	20	<b>Matthews</b> 265.2 and 266.0.	60	50	354.0 and 363.8 on curves.
50	40	364.2 and 364.4.					45	35	
35	35	364.7 and 364.9.					55	40	
25	15	365.1 and 366.2.					25	15	
<b>Wallula</b> 216.3 and 216.6.	45	35	271.5 and 272.5.	25	15	366.5 and 367.1.	45	25	
			45	35	272.7 and 273.2.	45	35	Over Bridge 367.13.	10
219.7 and 220.0.	45	35	275.1 and 276.9.	40	35	<b>Spokane</b> Through Union Station limits.	15	15	
221.6 and 222.0.	55	45	277.9 and 280.0.	45	35		Over street crossings between N.P. Crossing and East Spokane.		20
<b>Humorist</b> 226.7 and 227.0.	55	45	<b>Park</b> 280.0 and 281.6.	40	35	Between N. P. Crossing and Mission Ave., on line through old yard.		12	
				50	40		281.9 and 282.2.	50	40
<b>Ash</b> 229.3 and 229.6.	50	40	<b>Hooper Jct.</b> 286.1 and 286.5.	50	40	<b>N. P. Crossing</b> Through interlocking.		10	
				35	30		290.6 and 291.1.	50	40
				60	50		291.9 and 292.3.	25	25
				50	40				

BRANCHES

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

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour	
<b>Joseph Branch</b> Maximum speed.	25	<b>Olympia Branch</b> Maximum speed.	15	Between Mile Posts— 53.5 and 53.7.	10	
3-degree curves.	15	<b>Olympia</b> Within city limits.	10	<b>Aberdeen</b> Within city limits.	15	
On curves of 4-degrees and over.	10			Over Boon St. Crossing.	5	
Between Mile Posts— 0.0 and 1.3.	10	On curves of 4-degrees and over.	10	Over other street crossings.	10	
15.6 and 19.1.	10	<b>Grays Harbor Branch</b> Maximum speed.	25	<b>Yakima Branch</b> Maximum speed. Between Wallula and Villard Jct.	45	
19.1 and 24.3.	15				Between Villard Jct. and MP 70.0.	30
24.3 and 55.9.	10	Between Mile Posts— <b>Centralia</b> 1.0 and 1.3.	10		Between MP 70.0 and Yakima.	25
64.4 and 75.1.	20	<b>Blakeslee Jct.</b> 4.3 and 4.7.	15		With pile driver 900321.	10
75.1 and 78.1.	15	<b>Galvin</b> 5.1 and 5.7.	10	On 4-degree curves.	30	
78.1 and 82.6.	20			On 5- and 6-degree curves.	20	
82.6 and 83.6.	15	<b>Pilot Rock Branch</b> Maximum speed.	15	Between Mile Posts— <b>Villard Jct.</b> 7.1 and 7.4.	25	
		<b>Umatilla Branch</b> Maximum speed.	20	Bridge 7.44.	10	
		Between Mile Posts— <b>Hinkle</b> 0.0 and 0.1.	10	<b>Kennewick</b> Over street crossings.	8	
		2.3 and 3.7.	15	<b>Independence</b> 14.7 and 15.2.	10	
<b>Hermiston</b> Standard and Union Oil spurs.	6	7.1 and 7.5.	15	16.7 and 16.9.	15	
On house track west of McNaught Warehouse.	6	10.1 and 10.3.	15	18.8 and 19.8.	10	
Over road crossing east end of depot.	10	11.9 and 12.1.	10	<b>South Elma</b> 32.8 and 33.8.	10	
<b>Umatilla</b> On wye.	10	<b>Independence</b> 14.7 and 15.2.	10	34.4 and 34.6.	10	
<b>Hepner Branch</b> Maximum speed.	20	16.7 and 16.9.	15	35.0 and 35.4.	10	
3-degree curves.	15	18.8 and 19.8.	10	36.1 and 36.3.	10	
On curves of 4-degrees and over.	10	<b>South Elma</b> 32.8 and 33.8.	10	37.5 and 38.2.	15	
<b>Condon Branch</b> Maximum speed.	20	34.4 and 34.6.	10	38.5 and 39.7.	10	
3-degree curves.	15	35.0 and 35.4.	10	41.5 and 42.3.	10	
On curves of 4-degrees and over.	10	36.1 and 36.3.	10	44.3 and 45.5.	10	
On descending grades between Speece and Mikkalo.	10	37.5 and 38.2.	15	46.3 and 46.8.	15	
On descending grades between Barnett and Rock Creek.	10	38.5 and 39.7.	10	<b>Cosmopolis</b> Within city limits.	15	
		41.5 and 42.3.	10	Handling logs within city limits.	8	
		44.3 and 45.5.	10			
		46.3 and 46.8.	15			
		<b>Cosmopolis</b> Within city limits.	15			
		Handling logs within city limits.	8			

## BRANCHES (Continued)

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
<b>Yakima</b> Over Yakima Avenue, and Walnut Street.	6	<b>Colfax</b> Within city limits.	12	On curves of 7-degrees and over.	15
Over other street crossings.	10	Between Mile Posts— 1.3 and 3.1.	15	<b>Tucannon</b> 11.8 and 12.7.	25
<b>Sunnyside Branch</b> Maximum speed.	25	5.6 and 7.5.	15	<b>Riparia</b> 19.7 and 19.9.	15
<b>Pleasant Valley Branch</b> Maximum speed.	20	8.4 and 8.8.	15	23.1 and 23.6.	20
G. N. Crossing, MP 30.7.	15	<b>Shawnee</b> 9.9 and 10.0.	15	23.6 and 23.7.	15
On curves of 7-degrees and over.	15	10.8 and 11.2.	15	24.5 and 25.0.	20
<b>Wallula Branch</b> Maximum speed.	25	12.2 and 12.5.	15	25.4 and 26.9.	20
On 5- and 6-degree curves.	20	<b>Albion</b> 13.4 and 13.6.	15	27.1 and 27.2.	15
On curves of 7-degrees and over.	15	14.3 and 14.9.	15	27.4 and 27.8.	15
Between Mile Posts— <b>Zangar Jct.</b> 5.1 and 6.4.	15	17.5 and 17.7.	15	28.2 and 28.7.	15
6.7 and 6.8.	15	17.9 and 18.0.	15	<b>Hay</b> 30.4 and 31.1.	20
7.0 and 7.1.	15	<b>Pullman</b> Within city limits.	10	32.0 and 33.8.	15
<b>Reese</b> 7.7 and 8.0.	15	Over street crossings.	6	34.2 and 35.2.	15
8.2 and 8.4.	20	Between Mile Posts— <b>N. P. Crossing</b> 19.9 and 20.0.	15	<b>Jerita</b> 36.2 and 36.9.	15
8.7 and 9.1.	15	24.6 and 24.8.	15	37.8 and 39.3.	15
9.5 and 9.7.	15	25.2 and 25.4.	15	<b>Sutton</b> 49.3 and 50.1.	15
10.0 and 10.1.	20	<b>Moscow</b> Within city limits.	15	<b>Winona</b> 57.2 and 59.0.	10
10.7 and 10.9.	20	Over street crossings.	10	64.9 and 65.2.	20
11.1 and 11.4.	20	<b>Tekoa Branch</b> Maximum speed. On Ayer Jct. turnout.	20	68.2 and 68.5.	20
12.1 and 12.3.	15	Between Ayer Jct. and Riparia.	45	<b>Diamond</b> 68.8 and 69.0.	20
12.5 and 12.6.	20	Between Riparia and Manito.	25	69.9 and 70.1.	20
<b>Touchet</b> 18.5 and 18.6.	20	Between Manito and East Spokane.	30	<b>Mockonema</b> 73.3 and 73.6.	15
W. W. V. Ry. Crossing, MP 28.7.	12	On 4-, 5- and 6-degree curves.	20		
<b>Moscow Branch</b> Maximum speed.	20				
On curves 7-degrees and over.	15				

## BRANCHES (Continued)

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
Between Mile Posts— <b>Crest</b> 74.9 and 77.2.	10	Between Mile Posts— 120.2 and 121.4.	20	Between Mile Posts— <b>La Crosse</b> 3.4 and 3.6.	20
<b>Colfax</b> Within city limits.	10	121.6 and 121.9.	15	6.6 and 6.8.	20
Between Mile Posts— 78.4 and 78.5.	15	122.1 and 122.5.	20	7.2 and 7.8.	15
79.8 and 80.7.	15	<b>Latah</b> 123.4 and 124.5.	15	9.2 and 9.7.	15
81.5 and 82.3.	15	125.1 and 125.7.	20	<b>Hooper Jct.</b> On connection between Connell Branch and Sixth Subdivision.	10
82.9 and 83.4.	15	127.5 and 128.4.	20	Through west leg of wye on 16-degree curve.	5
83.7 and 84.5.	15	129.6 and 130.6.	20	<b>Tucannon Branch</b> Maximum speed. Between Tucannon and Powers.	35
86.5 and 87.0.	15	<b>Fairfield</b> Within city limits.	20	Between Powers and Starbuck.	20
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	Between Starbuck and Relief.	10
<b>Garfield</b> Within city limits.	20	142.6 and 143.2.	15	<b>Pendleton Branch</b> Maximum speed.	20
Between Mile Posts— 101.1 and 101.5.	20	<b>Manito</b> 147.3 and 148.4.	20	On curves of 7-degrees and over.	15
102.0 and 102.4.	20	<b>Mica</b> 150.5 and 153.9.	15	Between Barrett and Downing, on descending grade.	10
<b>Farmington</b> Within city limits.	15	154.3 and 154.5.	20	<b>Pendleton</b> Over S.W. Fourth, Main and S.E. Third Streets.	12
Between Mile Posts— 104.6 and 104.9.	15	154.7 and 155.5.	20	Over other street crossings within city limits.	20
105.5 and 105.8.	15	Between Chester and Mica, on descending grade.	20	Between Mile Posts— 2.5 and 3.0.	15
112.2 and 113.1.	20	<b>Connell Branch</b> Maximum speed. Between La Crosse and Hooper Jct.	25	9.5 and 9.8.	15
115.6 and 116.0.	15	Between Hooper Jct. and Connell.	15	<b>Athena</b> Over street crossings.	10
<b>Tekoa</b> On west leg of wye.	10	On 5- and 6-degree curves.	20		
Between Mile Posts— 117.2 and 117.5.	15	On curves of 7-degrees and over.	15		
118.1 and 118.3.	20				
118.5 and 119.7.	15				

**BRANCHES (Continued)**

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

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

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

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

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

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

# SPOKANE INTERNATIONAL RAILROAD COMPANY

## TIME-TABLE NO. 72

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

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

**Safety Gains**  
**Where Courtesy Reigns**

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

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

### STANDARD CLOCK LOCATIONS

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

### RAILROAD RADIO CALL LETTERS AND NUMBERS

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

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

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

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

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

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

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

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

WESTWARD				SPOKANE SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			Time-Table No. 72 December 7, 1969	Mile Post	SECOND CLASS					
			9			8					
			Freight							Freight	
		Daily									
STATIONS											
90 BJKPQWY			5.00AM	C-R	<b>EASTPORT</b> RO	140.8	A	2.25AM			
49 P			5.30		MEADOW CREEK	126.3		12.07AM			
36			5.39		EILEEN	123.1		11.58PM			
39 PY			5.51		MOYIE SPRINGS	119.2		11.48			
52 BJKPQWY			6.50	C-R	BONNERS FERRY BY	109.6		11.25			
MY					K. V. CROSSING	109.3					
25 P			7.04		DEEP CREEK	103.7		11.02			
90 P			7.18		SHILOH	95.5		10.47			
60 P			7.28		ELMIRA	89.9		10.37			
48 P			7.33		SAMUELS	86.8		10.32			
55 P			7.41		FOREST SIDING	82.4		10.24			
43 BJKMPQTWYZ			8.28	C	SANDPOINT (G.N. Crossing) SA	74.7		10.12			
Spur 50 JY			8.36		DOVER	71.7		9.57			
60 P			8.43		GRAVEL PIT	68.8		9.50			
90 P			9.03		VAY	57.7		9.30			
50 P			9.15		CLAGSTONE	50.1		9.19			
50 P			9.28		ATHOL	42.7		9.07			
Spur 36			9.36		CHILCO	36.5		8.59			
35 JPTY			9.51		<b>COEUR D'ALENE JCT.</b>	25.5		8.44			
55 JMPY			9.57		GRAND JCT. (C.M.S.L.P.&P. and N.P. Crossing)	22.1		8.37			
					STATE LINE	18.5					
50			10.05		EAST FARMS	18.0		8.30			
27 PQTWY			10.18	O	TRENTWOOD-VELOX KD	10.8		8.18			
4 JPY			10.30		<b>MILLWOOD-IRVIN</b>	6.8		8.10			
35 JPTY			10.40		SPOKANE SHOP	2.7		8.00			
IJPQY			A10.50AM	C	<b>N. P. CROSSING</b> CG			7.50PM			
BFLJKPQTWYZ			A11.00AM	R	EAST SPOKANE			7.40PM			
					(139.7)			Daily			
			(6.00)		Thru Time.....	(6.35)					
			23.2		Average speed per hour.....	21.2					

WESTWARD				COEUR D'ALENE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).				Time-Table No. 72 December 7, 1969	Mile Post						
										STATIONS	
MPQTY				O-R	<b>COEUR D'ALENE</b> CN	9.0					
8 JMY					GIBBS	7.6					
25 JPTY					<b>COEUR D'ALENE JCT.</b>	0.0					
					(9.0)						

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

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

**Eastward trains are superior to trains of the same class in opposite direction.—See Rule S-71.**

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.

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

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

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

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

**GENERAL**

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

**SPOKANE SUBDIVISION**

Location	Restricted Speed	Location	Miles Per Hour
Between Mile Posts— NP Crossing and 2.7.		<b>Deep Creek</b> 105.5 and 109.0.	35
<b>Spokane Shop</b> 2.7 and 7.0.	20	109.0 and 110.2.	15
Over Argonne Street, Millwood	5	<b>Bonnors 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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