

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

THIRD DIVISION

EMPLOYEES' TIME TABLE



To Take Effect Sunday, June 2, 1918

12:01 A. M. "Pacific Time."

For the Government and Information of Employees only, and not intended for the use of the public.
The Company reserves the right to vary from this Time Table at pleasure.

J. P. O'BRIEN,
Vice President and General Manager.

M. J. BUCKLEY,
General Superintendent.

FOURTH DISTRICT—Wallula and Walla Walla.

FIFTH DISTRICT—Bolles and Turner.

EASTWARD.				DISTANCES FROM WALLULA	WESTWARD.					
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class		STATION NUMBERS	First Class		Second Class		
	54	42	46			41	45	53	41	45
	Freight	Walla Walla Passenger	Walla Walla Passenger		Yakima Passenger	Portland Passenger	Freight			
	Daily	Daily	Daily		Daily	Daily	Daily			
2184 WYF	PM L 3.00	PM L 1.10	AM L 2.30	0.0	DNR WALLULA 7.6	C 211 AM A 11.15 AM A 12.30 PM A 1.00				
730	3.30	f 1.25	f 2.50	7.6	REESE 2.6	BA 8 f10.50 f12.05 AM 12.25				
250	3.45	f 1.30	f 2.57	10.2	DIVIDE 4.9	BA 10 f10.45 f11.58 12.10 PM				
1509 WP	4.10	s 1.40	s 3.10	15.1	D TOUCHET 4.4	BA 15 s10.35 s11.45 11.45				
686	4.30	s 1.50	s 3.22	19.5	LOWDEN 4.7	BA 20 s10.25 s11.33 11.20				
606	4.50	f 2.05	f 3.35	24.2	WHITMAN 4.6	BA 24 f10.15 f11.20 11.00				
		f	f	28.8	W. W. V. RY. CROSSING 2.2 No Connection	BA 29 f f				
WFTYO	5.30 PM A	2.30 PM A	4.00 AM A	31.0	DNR WALLA WALLA 31.0	BB 47 10.00 AM L 11.00 PM L 10.30 AM L				
	Daily	Daily	Daily			Daily	Daily	Daily		
	2.30	1.20	1.30			1.15	1.30	2.30		
	12.4	23.3	20.7			24.8	20.7	12.4		
					Time over District					
					Average Speed per Hour					

EASTWARD.				DISTANCES FROM BOLLES	WESTWARD.					
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class		STATION NUMBERS	First Class		Second Class		
	68	66	62			64	61	63	65	67
	Mixed	Mixed	Motor	Passenger	Motor	Passenger	Mixed	Mixed		
	Mon. Wed. and Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. and Fri.		
PWT		AM L 11.00	PM L 6.10	PM L 2.00	R BOLLES 3.5	BB 71 AM A 10.50 PM A 1.30 PM A 5.10				
1254		s11.15	s 6.20	s 2.10	D WAITSBURG 2.5	BC 3 s10.40 s 1.15 s 4.55				
969		s11.30	s 6.28	s 2.18	HUNTSVILLE 2.7	BC 6 s10.33 s 1.05 s 4.45				
					N. P. CROSSING 0.9 No Connection					
752		f11.45	f 6.40	f 2.30	LONG 3.4	BC 10 f10.24 f12.55 f 4.30				
1855 WT	PM L 2.45	12.05 PM A	6.50 PM A	2.40 PM A	DR DAYTON 6.3	BC 13 10.15 AM L 12.45 PM L 4.20 PM A 4.20				
1415 P					RONAN 3.4	BC 19				
1305 P					WHETSTONE 2.2	BC 23				
1502 PT	3.30 PM A				TURNER 2.2	BC 25			3.30 PM L	
	Mon. Wed. and Fri.	Daily	Daily	Daily		Daily	Daily	Daily	Mon. Wed. and Fri.	
	.45	1.05	.40	.40		.85	.45	.50	.50	
	15.5	12.0	19.5	19.5	Time over District	22.3	17.8	15.6	14.3	
					Average Speed per Hour					

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72

Westward trains are superior to trains of the same class in the opposite direction, except No. 66 is superior to No. 63, Bolles to Dayton, and No. 68 is superior to No. 67, Dayton to Turner—See Rule 72.

SIXTH DISTRICT—Starbuck and Pomeroy.

SEVENTH DISTRICT—Midvale and Sunnyside.

EASTWARD		DISTANCES FROM STARBUCK	WESTWARD	
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		105	Second Class
	106		Mixed	105
	Daily	Daily	Daily	
WFYT	PM L 1.00	0.0	DNR STARBUCK 7.8	
1009	f 1.30	7.8	DELANEY 3.6	
508	f 1.45	11.4	JACKSON 3.2	
1009 W	f 2.00	14.6	CHARD 4.4	
192	f 2.20	19.0	HOUSER 5.4	
1826	f 2.40	24.4	ZUMWALT 4.5	
1767 WT	3.00 PM A	29.9	DR POMEROY 1.0	
	Daily		29.9	
	2.00		1.45	
	15.0		17.1	
			Time over District	
			Average Speed per Hour	

EASTWARD.				DISTANCE FROM MIDVALE	WESTWARD.							
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class		STATION NUMBERS	First Class		Second Class				
	158	160	132			144	142	134	131	143	141	133
	Freight	Freight	Local Passenger	Yakima Passenger	Walla Walla Passenger	Local Passenger	Local Passenger	Walla Walla Passenger	Yakima Passenger	Local Passenger	Freight	Freight
	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
1500	AM L 10.40	AM L 10.05	PM L 8.55	PM L 2.05	AM L 10.30	AM L 7.45	HA 3 AM A 7.44 AM A 10.29 PM A 2.04 PM A 8.44				AM A 9.45 AM A 10.05	
1872 Y	10.55 AM A	10.20 AM A	9.05 PM A	2.15 PM A	10.40 AM A	7.55 AM A	R MIDVALE 2.8	H 64 AM L 7.35 AM L 10.20 PM L 1.55 PM L 8.35			AM L 9.30 AM L 9.50	
	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
	0.15	0.15	0.10	0.10	0.10	0.10		0.09	0.09	0.09	0.15	0.15
	11.2	11.2	16.8	16.8	16.8	16.8	Time over District	18.6	18.6	18.6	11.2	11.2
							Average Speed per Hour					

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

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SPECIAL INSTRUCTIONS

- No. 1. **Special Instructions supersede "Rules and Regulations of the Transportation Department."**
- No. 2. **Movements in Yards.** All trains, yard engines, light engines, etc., will proceed under control in both directions within yards at Umatilla, Wallula-Attalia, Ayer Junction, Riparia, Starbuck, Walla Walla, Pendleton, Zillah and Yakima.
Protection at other Stations. Where yard limit signs are not erected, the station (S) whistling posts will be considered the yard limits. Stations referred to are those shown on the face of time table schedule. Extra trains must approach such stations expecting to find main track occupied without flag protection, and should any collision occur, the responsibility will rest upon the extra train approaching the station. Trains occupying main track at such stations must protect against regular trains and will also be governed by rules in regard to meeting and right-of-track orders.
- No. 3. Referring to Rule 221A, all trains will obtain clearance at Wallula, Ayer Junction, Starbuck and Walla Walla; unnecessary to whistle for train order signal at these stations. Referring to Rule 221, on branch lines train order signal lights will not be kept burning after passage of regular trains for the day.
- No. 4. Referring to Rule 504, trains will wait five minutes after flagman has departed.
- No. 5. Referring to Rule 87, within Automatic Block Signal Limits, extra trains may pass or run ahead of second class trains without train order authority.
- No. 6. White flag displayed at "Blind" Sidings will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
- No. 7. Trains (except passenger) consisting of more than fifteen cars will cut off engine to take water, and will also cut off way cars before spotting.
- No. 8. A buffer car (not to be occupied by passengers) will be used on passenger trains between locomotive and cars occupied by passengers.
- No. 9. Helper enginemen will be furnished copies of all train orders affecting movement of trains while being helped.
- No. 10. In order to avoid damage to equipment in stopping trains, and to avoid excessive speed over light grades and through sags, helper enginemen located intermediately or on rear of trains, will work only sufficient steam to keep up the slack.
- No. 11. Train registers will not be used as a means of identifying extra trains.
- No. 12. Helper engines on passenger trains will be coupled ahead of regular engine.
- No. 13. Referring to Rule 83A, trains are not required to secure clearance cards at Midvale, Bolles, Turner and Grange City Jct., and at Riparia, Ayer Jct., Dayton, Pomeroy, Attalia and Sunnyside when offices are closed.
- No. 14. On westbound trains engineers approaching bridge 321 (Alto trestle) will release air so it will be fully released while crossing bridge.
- No. 15. Movement of trains over the Yakima River Bridge, one mile east of Parker, which is used jointly with Nor. Pac. Ry. Co., is controlled by automatic block signals, trains will run under control over this track. See Rule 504.
- No. 16. **Joint Operation, Zillah.** All tracks of O-W RR & N Co. and N. P. Ry Co. within yard limits of Zillah are used jointly by both companies for switching purposes. All trains using joint N P tracks will be governed by Rule 93 of the N P Rules and Regulations of the Transportation Department.
- No. 17. Wye switch on Sunnyside Branch at Midvale will be left set for the East leg.
- No. 18. Junction switch at Grange City Junction will be left set for Second District.
- No. 19. Derailer on incline track to dock at Riparia must be left set for ground when not in use.
- No. 20. Air must not be applied while crossing Snake River Bridge at Riparia.

SPEED RESTRICTIONS

- No. 21. Passenger trains, mail and express trains, and light engines will not exceed speed of 50 miles per hour; and all other trains will not exceed speed of 35 miles per hour.
- No. 22. All trains will reduce speed to 30 miles per hour around 6, 7 and 8 degree curves; and 25 miles per hour around 9 and 10 degree curves.
- No. 23. In any class of service, engines of the Consolidation and Mikado class will not exceed speed of 35 miles per hour; engines of Mallet class will not exceed speed of 15 miles per hour. The maximum speed permitted for engines running forward will not apply to engines running backward. Engineers running engines backward must take into consideration climatic conditions, weight of engine and track conditions, particularly sharp curves, and reduce speed or lose time sufficient to make the run safe.
- No. 24. Maximum speed on descending grades: Ronan to Dayton, passenger trains 20 miles per hour, freight trains 15 miles per hour; Alto to Relief, passenger trains 25 miles per hour, freight trains 12 miles per hour; Downing to Mile Post 32½, Relief to Starbuck, passenger trains 30 miles per hour, and freight trains 15 miles per hour.
- No. 25. Trains will come to a full stop within 500 feet before crossing railroad crossings at grade, except those protected by gates, interlocking devices or signalmen. Trains will not exceed speed of 10 miles per hour over crossings protected by gates or signalmen.
- No. 26. Referring to Rule 98, all trains will stop before crossing drawbridge over Snake River at Riparia and over Columbia River between Villard and Hedges.
- No. 27. During foggy or stormy weather, when sand is blowing, and at points where there is liability of track being obstructed, trains will be handled with care and under control.
- No. 28. Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.
- No. 29. Engines heavier than 115,000 pounds on drivers are restricted to maximum speed of 40 miles per hour between Pendleton and Athena and between Menoken and Starbuck.
- No. 30. Trains must not exceed speed of 6 miles per hour over street crossings at grade at Dayton, Walla Walla and Athena; 15 miles per hour over street crossings at grade in Pendleton and Milton; 10 miles per hour over street crossings at grade in Yakima and Zillah; 8 miles per hour over street crossings at grade in Kennewick; 5 miles per hour over Columbia River Bridge, Yakima Branch; 5 miles per hour over Snake River Bridge at Riparia; 20 miles per hour between Dayton and Turner. Westbound trains reduce speed to 15 miles per hour at east approach to bridge 321 (Alto Trestle).

AIR BRAKES

- No. 31. Trainmen will be particular to know that air is cut in on all cars picked up, and before descending heavy grades must know that all good order air brakes are cut into the train line. Hand brakes must be used on "non-air" and "cut out" cars descending heavy grades.
- No. 32. Pressure Retaining Valves will be used on all freight trains descending grades Downing to M. P. 32½; Alto to Starbuck and Alto to Menoken; on passenger trains descending grades Downing to Bates, Alto to Relief and Alto to Menoken.
- No. 33. The braking power on engines helping or pushing trains must be cut into the train line and particular attention will be given to cutting in of driver brakes. When helpers are used ahead of regular engine, the regular engineer will set air on train, to be released by helper engineer, and vice versa when this helper cuts off.
- No. 34. Eastward freight trains immediately before leaving Alto, in order to ascertain if air is working through entire train, engineer will sound one long blast of the whistle, then place brake valve in lap position, rear brakeman or conductor will then apply the brakes by opening the cock at rear end of last car in train, allowing enough air to escape to apply the brakes slowly and firmly. Engineer will watch gauge, and if proper reduction made in train line, will acknowledge same by two short blasts of the whistle.
- No. 35. All eastward freight trains will stop five minutes at Relief and Bates to permit wheels to cool off, during which time trainmen will inspect train for overheated and cracked wheels, and before proceeding, recharge train line and auxiliaries fully.
- No. 36. Train line will be charged to maximum pressure and brakes set with full service application of not less than 20 pounds reduction and left set, when engines are cut off from all trains arriving at Umatilla.

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	OLD ENGINE NUMBERS	NEW ENGINE NUMBERS	UMATILLA and GRANGE CITY JCT.				PENDLETON and RIPARIA												WALLULA and WALLA WALLA		BOLLES and TURNER				STARBUCK and POMEROY		Attalla and Yakima	Midvale and Sunny-side	
			EASTWARD		WESTWARD		EASTWARD						WESTWARD						Eastward	Westward	EASTWARD		WESTWARD		Eastward and Westward	Eastward and Westward			
			Umatilla to Humorist	Humorist to Grange City Jct.	Grange City Jct. to Wallula	Wallula to Umatilla	Pendleton to Weston	Weston to Walla Walla	Walla Walla to Bolles	Bolles to Alto	Alto to Riparia	Riparia to Starbuck	Starbuck to Alto	Alto to Bolles	Bolles to Walla-Walla	Walla-Walla to Milton	Milton to Weston	Weston to Pendleton			Eastward	Westward	Bolles to Dayton	Dayton to Turner			Turner to Dayton	Dayton to Bolles	
E-57	43	50	4923	620	850	800	620	315	300	240	210	620	410	110	300	315	370	170	620	315	620	240	225	395	850	315	850	620	450
E-63	49	54, 55	1100																										
E-57	51	57 to 60, 62, 64	1109 to 1113	715	975	925	715	355	340	275	240	715	475	125	340	355	430	200	715	355	715	275	255	460	975	355	975	715	520
E-63	54	65 to 70	1101 to 1105	645	880	835	645	320	305	250	215	645	425	110	305	320	385	175	645	320	645	250	235	415	880	320	880	645	465
E-63	55	71 to 73	1106 to 1108	700	950	905	700	345	330	270	235	700	465	120	330	345	420	195	700	345	700	270	250	450	950	345	950	700	510
E-64	68	80 to 87	1114 to 1121																										
T-55	71	112 to 119	1701 to 1708	935	1275	1210	935	470	445	365	315	935	620	165	440	470	560	270	935	470	935	365	340	600	1275	470	1275	935	675
E-62	62	78 to 79	1122 to 1123	1020	1390	1320	1020	510	485	400	340	1020	675	180	475	510	610	295	1020	510	1020	400	370	650	1390	510	1390	1020	740
A-57	91	103 to 111	4200 to 4208	1050	1430	1360	1050	520	495	410	350	1050	695	185	485	520	630	300	1050	520	1050	410	380	670	1430	520	1430	1050	760
T-63	92	130 to 135	1709 to 1714	1025	1400	1330	1025	510	485	400	340	1025	680	180	475	510	615	295	1025	510	1025	400	370	655	1400	510	1400	1025	745
A-81	106	88 to 102	3500 to 3514																										
T-63	113	136 to 147	1715 to 1726	1150	1570	1490	1150	640	610	520	400	1150	760	200	555	625	690	330	1150	625	1150	520	460	735	1570	625	1570	1150	835
C-51	117	160 to 164	700 to 704	1345	1835	1750	1345	740	710	615	465	1345	890	240	650	725	810	390	1345	725	1345	615	540	860	1835	725	1835	1345	975
T-57	119	170 to 173	1733 to 1736																										
T-64	139	179 to 184	1727 to 1732	1430	1950	1850	1430	795	750	650	495	1430	950	270	690	775	860	425	1430	775	1430	650	570	915	1950	775	1950	1430	1040
T-57	125	174 to 178	1737 to 1741																										
P-77	132	190 to 193	3204 to 3207																										
P-77	143	194 to 197	3200 to 3203	1520	2070	1970	1520	840	795	690	525	1520	1000	280	735	820	910	445	1520	820	1520	690	610	975	2070	820	2070	1520	1100
P-77	141	198 to 207	3208 to 3217																										
T-69	159	250 to 262	1742 to 1754	1660	2265	2150	1660	950	890	750	560	1660	1090	290	800	900	995	475	1660	900	1660	750	650	1060	2265	900	2265	1660	1200
T-63	160	300 to 305	1755 to 1760	1830	2500	2370	1830	1050	980	830	630	1830	1210	340	885	995	1100	540	1830	995	1830	830	730	1180	2500	995	2500	1830	1326
C-50	137	325 to 326	705 to 706	1650	2250	2140	1650	945	885	745	555	1650	1080	290	795	895	990	465	1650	895	1650	745	645	1055	2250	895	2250	1650	1190
C-55	143	327 to 329	707 to 709	1700	2320	2200	1700	975	910	770	585	1700	1130	300	820	925	1020	490	1700	925	1700	770	680	1090	2320	925	2320	1700	1230
C-57	163	344	724	1800	2460	2330	1800	1035	965	820	625	1800	1200	325	875	975	1080	530	1800	975	1800	820	720	1150	2460	975	2460	1800	1300
C-57	176	330 to 338	710 to 718																										
C-57	169	339 to 343	719 to 723	2000	2730	2590	2000	1150	1075	910	695	2000	1325	370	970	1080	1200	580	2000	1080	2000	910	800	1280	2730	1080	2730	2000	1450
P-77	165	208 to 209	3218 to 3219																										
P-77	167	210 to 215	3220 to 3225	1880	2560	2435	1880	1080	1010	855	650	1880	1250	350	920	1010	1130	550	1880	1010	1880	855	750	1200	2560	1010	2560	1880	1360
C-57	179	345 to 349	725 to 729																										
C-57	187	350 to 388	730 to 768	2200	3000	2850	2200	1280	1190	1040	785	2200	1475	425	1100	1210	1350	660	2200	1210	2200	1040	900	1425	3000	1210	3000	2200	1600
MK-57	205	500 to 565	2100 to 2165	2450	3350	3175	2450	1425	1320	1110	850	2450	1620	435	1180	1360	1470	715	2450	1360	2450	1110	980	1570	3350	1360	3350	2450	1770

CLASS

- "E"—Eight Wheelers.
- "A"—Atlantic Type.
- "P"—Pacific Type.
- "T"—Ten Wheeler.
- "M"—Moguls.
- "C"—Consolidation Engines.
- "TW"—Twelve Wheelers.
- "S"—Switch.
- "MK"—Mikado.

These ratings include the total weight of train, exclusive of engine and tender which the different classes of locomotives will haul between the stations shown.

Example:—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers:

LIST OF SURGEONS

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon.	PORTLAND	O.-W. R. & N. System	DRS. CAMPBELL & JONES, District Surgeons	WALLA WALLA	} Umatilla and Riparia Pendleton and Walla Walla Walla Walla and Dayton Walla Walla and Pomeroy Yakima Granger Grandview
" F. M. TAYLOR, Asst. Surgeon.	"	"	DR. E. H. VANPATTEN, " Surgeon	DAYTON	
" DONALD H. JESSOP, Asst. Surgeon.	"	"	DR. C. K. OSBORNE, " "	STARBUCK	
" GEO. AINSLEE, Chief Occulist.	"	"	DR. F. H. BRUSH, " "	YAKIMA	
DRS. DICKSON & COGHLAN, Disease Nose and Throat.	"	"	DR. A. J. ALLEY, " "	GRANGER	
DR. C. O. WAINSCOTT, District Surgeon.	HERMISTON	Umatilla	DR. MARVIN MUNCCELL, " "	GRANDVIEW	

Location of Stretchers: Yakima, Sunnyside, Benton City, Kennewick, Starbuck, Walla Walla, Wallula, Umatilla, Pendleton.

STANDARD CLOCKS

WALLA WALLA	- - - - -	DISPATCHER'S OFFICE
PENDLETON	- - - - -	TELEGRAPH OFFICE
STARBUCK	- - - - -	" "
UMATILLA	- - - - -	" "
YAKIMA	- - - - -	" "

LICENSED WATCH INSPECTORS

WEBB C. BALL, General Time Inspector	- - - - -	SAN FRANCISCO
BELDING & SAXTON	Local Watch Inspector	PORTLAND
A. L. SCHAEFER	" " "	PENDLETON
MARTIN JEWELRY CO.	" " "	WALLA WALLA
GEO. F. COHRS	" " "	SPOKANE
EDWARD B. LECKEY	" " "	YAKIMA
E. L. GARD	" " "	DAYTON

PASSENGER STOPS ("S" AND "F") AND TRACKS NOT SHOWN AS STATIONS IN THE TIME TABLE SCHEDULES

FIRST DISTRICT	SECOND DISTRICT	THIRD DISTRICT	FOURTH DISTRICT	FIFTH DISTRICT	SIXTH DISTRICT
Cold Springs - - - M. P. 194.0	Langdon - - - M. P. 44.5	Purdy - - - M. P. 2.0	Artesia - - - M. P. 29.1	Taggard - - - M. P. 4.7	Dodge - - - M. P. 16.2
Sheffler - - - M. P. 242.0		Kalan - - - M. P. 8.1	Finch - - - M. P. 28.8	Dumas - - - M. P. 8.2	
Walker - - - M. P. 244.0		Grosscup - - - M. P. 28.1	Reavis - - - M. P. 21.5		
Mathew - - - M. P. 253.4		McDougal - - - M. P. 32.9			
Magallon - - - M. P. 259.0		Schultz - - - M. P. 52.7			
		Forsell - - - M. P. 59.9			
		Waneta - - - M. P. 61.8			
		Morris - - - M. P. 66.5			
		Baird - - - M. P. 69.0			
		Dalton - - - M. P. 75.9			
		Pana - - - M. P. 80.0			
		Flint - - - M. P. 83.5			
		Dunbro - - - M. P. 85.2			
		Mellis - - - M. P. 88.3			

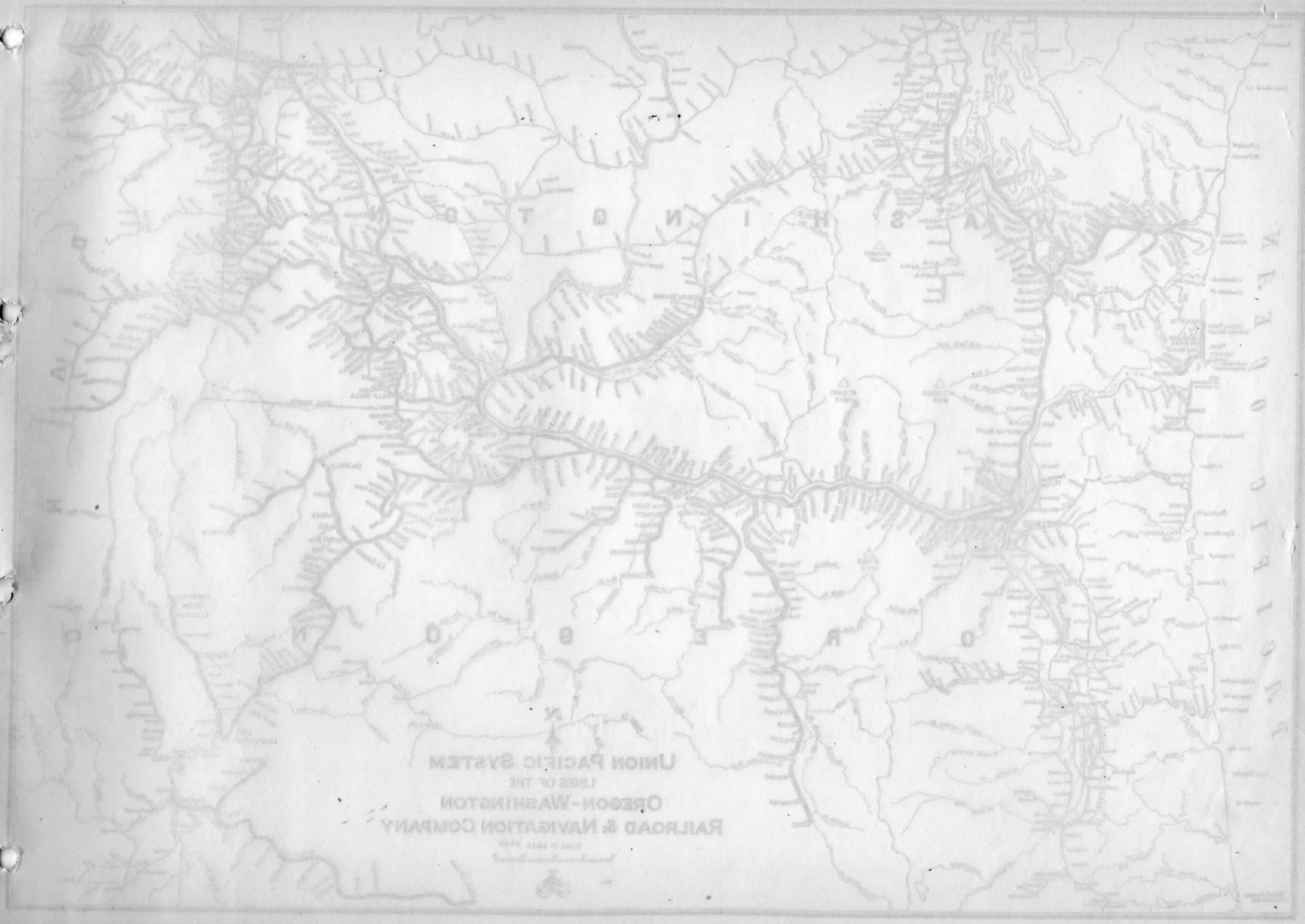
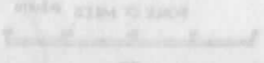
J. BECK, Chief Dispatcher - - - - - Walla Walla
 L. L. WYCKOFF, Dispatcher - - - - - " "
 A. McALLISTER, " - - - - - " "
 H. E. DOTSON " - - - - - " "

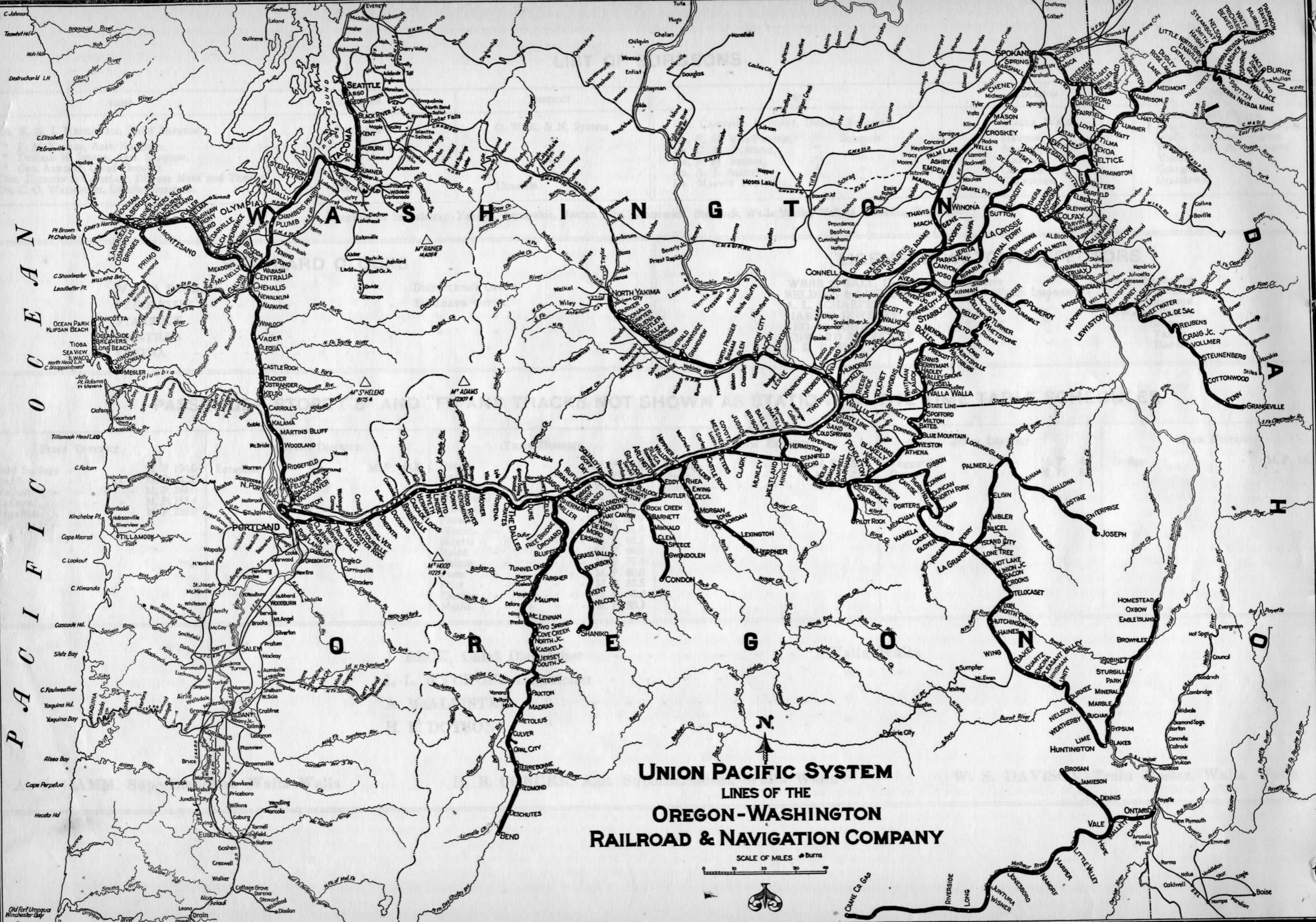
A. G. KAMM, Superintendent, Walla Walla

H. B. COBURN, Asst. Superintendent, Walla Walla

W. S. DAVISON, Train Master, Walla Walla

RAILROAD & NAVIGATION COMPANY
OREGON-WASHINGTON
LINES OF THE
UNION PACIFIC SYSTEM





PACIFIC OREGON WASHINGTON IDAHO

UNION PACIFIC SYSTEM
LINES OF THE
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY

