



MAP OF THE
NORTHWESTERN DISTRICT
CORRECTED TO AUG. 1, 1936
SCALE OF MILES
0 5 10 20 30 40 50

UNION PACIFIC RAILROAD COMPANY
Northwestern District

63.1
2.2
126.2
126.2
138.82

126.2
26.3
2.1
26.3
52.6



Oregon Division
TIME-TABLE
No. 17

Effective Friday,
September 2, 1938
At 12:01 A. M. Pacific Time



137.7
103.8
33.9

FOR EMPLOYEES ONLY

Print of JAMES, KERNS & ABBOTT CO., Portland, Oregon, U. S. A.

WESTWARD		FIRST SUBDIVISION						EASTWARD		
		SECOND CLASS		FIRST CLASS						
		255	257	1	17	25				
		Time Freight	Freight	STREAMLINER PASSENGER	Passenger	Passenger				
		Daily	Daily	SEE NOTE BELOW	Daily	Daily				
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.							Distance from Huntington			
WFTYOP		4.15AM	12.30AM	11.32PM	6.10PM	9.45AM	0.0			
3,636	P	4.30	12.43	11.41	6.19	9.55	4.8			
3,671	P	4.40	12.53	11.48	6.23	10.00	8.6			
3,603	WP	4.55	1.03	11.53PM	6.28	10.06	12.2			
3,635	P	5.07	1.13	12.02AM	6.36	10.14	17.1			
WB 3,617 EB 3,564	WYP	5.15	1.23	12.06	6.42	10.20	20.6			
3,560	P	5.25	1.31	12.11	6.47	10.25	24.2			
3,633	P	5.35	1.43	12.18	6.55	10.31	27.7			
3,720	P	5.45	2.15	12.25	7.02	10.37	30.8			
WB 3,651 EB 3,950	WFYP	5.55	2.25	12.32	7.11	10.43	34.0			
3,668	YP	6.05	2.35	12.37	7.17	10.49	37.6			
4,108	P	6.18	2.45	12.44	7.24	10.56	41.9			
WB 9,083 EB 2,971	WFYOP	6.30	2.59	12.52	7.35	11.09	47.7			
3,629	P	6.38	3.06	12.57	7.44	11.15	52.2			
3,350	P	6.56	3.15	1.02	7.54	11.23	58.1			
3,600	P	7.12	3.22	1.06	8.05	11.29	62.8			
WB 3,995 EB 3,634	WP	7.22	3.29	1.10	8.12	11.36	67.4			
3,624	P	7.30	3.35	1.13	8.17	11.40	70.4			
3,526	P	7.40	3.50	1.17	8.23	11.46	74.1			
WB 3,521 EB 3,638	WFYP	7.49	4.05	1.21	8.28	11.51	76.9			
3,914	P	8.00	4.20	1.28	8.34	11.57AM	80.9			
3,576	P	8.10	4.35	1.34	8.40	12.03PM	84.2			
3,474	WYP	8.20	4.50	1.40	8.45	12.08	87.1			
3,650	P	8.30	5.00	1.43	8.50	12.15	90.7			
3,528	P	8.40	5.10	1.46	8.55	12.20	94.5			
WFTYOP		A 9.00AM	A 5.30AM	A 1.53AM	A 9.05PM	A 12.30PM	99.5			

W. B.—Westward Siding.	(4.45)	(5.00)	(8.21)	(2.55)	(2.45)	..... Thru Time
E. B.—Eastward Siding.	20.9	19.9	42.3	34.1	36.1	..... Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

*Note.—No. 1 will run only on the following dates:
Due to leave Huntington on the 5th, 11th, 17th, 23rd, and 29th, of each month.
The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

Nos. 17 and 25 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.
No. 17 will stop on flag at Hot Lake to pick up passengers for stations on Oregon Division at which No. 17 scheduled to stop and for stations on Washington Division.
No. 25 will stop on flag at Telocaset for revenue passengers only when destined to Portland or points on Washington Division or to let off revenue passengers from east of Huntington.

WESTWARD		FIRST SUBDIVISION						EASTWARD		
		SECOND CLASS		FIRST CLASS						
		18	44	2	258	260				
		Passenger	Mixed	STREAMLINER PASSENGER	Freight	Time Freight				
		Daily	Daily	SEE NOTE BELOW	Daily	Daily				
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.							Distance from Portland			
WFTYOP		8.45AM	7.25PM	3.08AM	5.30PM	6.30AM	389.4			
3,636	P	8.30	7.07	2.57	5.15	5.60	384.6			
3,671	P	8.23	7.00	2.52	4.58	5.25	380.8			
3,606	WP	8.17	6.54	2.46	4.52	4.55	377.2			
3,535	P	8.10	6.47	2.37	4.47	4.00	372.3			
WB 3,617 EB 3,564	WYP	8.05	6.42	2.32	4.40	3.30	368.8			
3,560	P	7.59	6.34	2.27	4.35	3.15	365.2			
3,633	P	7.52	6.27	2.21	4.29	2.55	361.7			
3,720	P	7.45	6.20	2.15	4.22	2.45	358.6			
WB 3,651 EB 3,950	WFYP	7.38	6.13	2.08	4.15	2.45	355.4			
3,668	YP	7.32	6.07	2.02	4.08	2.25	351.8			
4,108	P	7.24	5.59	1.55	4.02	2.08	347.5			
WB 9,083 EB 2,971	WFYOP	7.15	5.50	1.48	3.54	1.30	341.7			
3,629	P	7.03	5.37	1.43	3.45	1.08	337.2			
3,350	P	6.56	5.29	1.39	3.38	1.08	331.8			
3,600	P	6.50	5.22	1.35	3.28	1.05	326.6			
WB 3,995 EB 3,634	WP	6.44	5.15	1.31	3.23	0.50	322.0			
3,624	P	6.40	5.10	1.28	3.18	0.50	319.0			
3,526	P	6.35	5.05	1.21	3.15	0.40	315.3			
WB 3,521 EB 3,638	WFYP	6.31	5.00	1.17	3.10	0.25	312.5			
3,914	P	6.24	4.53	1.11	3.06	0.15	308.5			
3,576	P	6.17	4.48	1.04	3.02	0.15	305.2			
3,474	WYP	6.11	4.43	12.59	2.55	0.10	302.3			
3,650	P	6.06	4.38	12.56	2.50	0.10	298.7			
3,528	P	6.01	4.33	12.53	2.46	0.10	294.9			
WFTYOP		5.55AM	4.25PM	12.47AM	2.42	7.30PM	289.9			

W. B.—Westward Siding.	Thru Time.....	(2.50)	(3.00)	(2.21)	(4.45)	(11.00)
E. B.—Eastward Siding.	Average Speed per Hour.....	35.1	33.1	42.3	20.9	9.5

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

*Note.—No. 2 will run only on the following dates:
Due to leave La Grande on the 2nd, 8th, 14th, 20th and 26th, of each month.
The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

No. 18 will stop on flag at any station for revenue passengers when destined Cheyenne and beyond.

Huntington	6.20A	Caldwell	8.07
Weiser	6.50	Nampa	8.23P
Payette	7.10	Nampa	8.35P
Ontario	7.20	Boise	9.15A
Nyssa	7.35P		

58.5.9
4.35.4
3.2
3.2

Length of sidings in feet and location of water, fuel, ice, telegraph, tele-phones, scales and tele-phones.	SECOND SUBDIVISION							Distance from Huntington
	SECOND CLASS		FIRST CLASS					
	255 Time Freight	257 Freight	62 Passenger	17 Passenger	25 Passenger	1 STREAMLINER PASSENGER		
	Daily	Daily	Daily	Daily	Daily	SEE ★ NOTE BELOW		
WFTYOP	10.00 ^{AM}	6.00 ^{AM}		9.15 ^{PM}	12.38 ^{PM}	1.53 ^{AM}	99.5	
3,634 P	10.10	6.10		9.22	12.46	2.00	103.6	
WB 3,661 EB 3,669 WYP	10.18	6.20		9.28	12.52	2.05	107.5	
3,645 P		6.30		9.38	1.00	2.13	111.2	
3,559 P		6.40		9.43	1.05	2.19	113.5	
3,909 (W.M.P. 275.1) P		6.50		9.49	1.09	2.25	115.6	
		6.55		9.53	1.12	2.29	117.5	
C 3,516 WFYP	11.10	7.10		9.55	1.16	2.32	118.4	
		7.20		10.00	1.21	2.37	121.3	
WB 5,250 EB 3,680 WP	11.40	7.42		10.06	1.27	2.43	124.5	
3,657 P		7.55		10.14	1.35	2.52	128.8	
4,188 WP	12.13 ^{PM}	8.15		10.20	1.41	2.58	132.0	
4,417 WP	10.40	8.32	1.25	10.26	1.46	3.04	135.7	
3,661 P	10.44	8.40	1.28	10.30	1.49	3.08	137.9	
WB 3,661 EB 3,650 WYP	10.51	8.50	1.32	10.35	1.54	3.13	141.3	
3,648 P	10.57	8.58	1.36	10.40	1.58	3.18	144.2	
3,634 P	11.03	9.05	1.40	10.45	2.02	3.22	147.3	
5,145 P	11.09	9.11	1.44	10.50	2.08	3.26	150.0	
WB 3,812 EB 4,202 WYP	11.13	9.15	1.47	10.55	2.12	3.30	152.4	
4,825 P	11.18	9.21	1.50	11.02	2.22	3.34	155.0	
3,630 P	11.22	9.26	1.53	11.07	2.26	3.37	157.4	
4,876 P	11.26	9.30	1.56	11.11	2.30	3.40	160.0	
3,695 WP	11.30	9.35	1.59	11.15	2.34	3.44	162.4	
3,647 P	11.34	9.39	2.02	11.18	2.38	3.46	164.8	
3,569 P	11.40	9.45	2.06	11.23	2.43	3.51	168.6	
4,902 P	11.44	9.50	2.09	11.26	2.46	3.53	170.8	
3,522 WYOP	11.50	10.00	2.13	11.35	2.55	3.58	173.8	
WFTP	12.05	10.15		11.56	3.00		177.5	
	2.05							

W. B.—Westward Siding. (4.25) (4.15) (0.10) (2.51) (2.32) (2.10) Thru Time
 E. B.—Eastward Siding. 17.7 18.2 22.2 27.3 30.7 35.0 Average Speed per Hour
 C.—Center Siding.

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Except that No. 2 is superior to Westward trains of the same class.

*Note.—No. 1 will run only on the following dates:
 Due to leave La Grande on the 6th, 12th, 18th, 24th and 30th, of each month.
 The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.
 For movement of Washington Division trains between junction and passenger station at Pendleton, see Special Rule 98 (S).
 Nos. 17 and 25 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.

Handwritten calculations and notes at the bottom of page 6, including numbers like 2.11, 120, 131, 134, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300.

Length of sidings in feet and location of water, fuel, ice, telegraph, tele-phones, scales and tele-phones.	SECOND SUBDIVISION							Distance from Portland
	FIRST CLASS		SECOND CLASS					
	18 Passenger	61 Passenger	44 Mixed	2 STREAMLINER PASSENGER	258 Freight	260 Time Freight		
WFTYOP								
3,634 P								
WB 3,661 EB 3,669 WYP								
3,645 P								
3,559 P								
3,909 (W.M.P. 275.1) P								
C 3,516 WFYP								
WB 5,250 EB 3,680 WP								
3,657 P								
4,188 WP								
4,417 WP								
3,661 P								
WB 3,661 EB 3,650 WYP								
3,648 P								
3,634 P								
5,145 P								
WB 3,812 EB 4,202 WYP								
4,825 P								
3,630 P								
4,876 P								
3,695 WP								
3,647 P								
3,569 P								
4,902 P								
3,522 WYOP								
WFTP								

W. B.—Westward Siding. Thru Time..... (2.50) (0.10) (2.45) (2.17) (4.15) (0.25)
 E. B.—Eastward Siding. Average Speed per Hour..... 27.5 22.2 28.4 34.2 18.2 12.2
 C.—Center Siding.

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Except that No. 2 is superior to Westward trains of the same class.

*Note.—No. 2 will run only on the following dates:
 Due to leave Rieth on the 1st, 7th, 13th, 19th and 25th, of each month.
 The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.
 For movement of Washington Division trains between junction and passenger station at Pendleton, see Special Rule 98 (S).
 No. 18 will stop on flag at any station for revenue passengers when destined Cheyenne or beyond.

Handwritten calculations and notes at the bottom of page 7, including numbers like 9.10, 4.5, 1.35, 1.46, 1.40, 1.42, 1.44, 1.46, 1.48, 1.50, 1.52, 1.54, 1.56, 1.58, 1.60, 1.62, 1.64, 1.66, 1.68, 1.70, 1.72, 1.74, 1.76, 1.78, 1.80, 1.82, 1.84, 1.86, 1.88, 1.90, 1.92, 1.94, 1.96, 1.98, 2.00, 2.02, 2.04, 2.06, 2.08, 2.10, 2.12, 2.14, 2.16, 2.18, 2.20, 2.22, 2.24, 2.26, 2.28, 2.30, 2.32, 2.34, 2.36, 2.38, 2.40, 2.42, 2.44, 2.46, 2.48, 2.50, 2.52, 2.54, 2.56, 2.58, 2.60, 2.62, 2.64, 2.66, 2.68, 2.70, 2.72, 2.74, 2.76, 2.78, 2.80, 2.82, 2.84, 2.86, 2.88, 2.90, 2.92, 2.94, 2.96, 2.98, 3.00.

WESTWARD THIRD SUBDIVISION

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS						FIRST CLASS					Distance from Huntington	Time-Table No. 17 September 2, 1938	
	315	313	329	259	251	255	11	25	1	62	17		STATIONS	
	Time Freight	Time Freight	Mixed	Time Freight	Time Freight	Time Freight	Passenger	Passenger	STRAMLINER PASSENGER	Passenger	Passenger			
WFTP				2:45 PM		5:00 PM		3:10 PM	4:03 AM	12:23 AM	12:06 AM	177.5	DN-R RIETH N	
4,621 P				2:50		5:07		3:15	4:07	12:29	12:11	181.1	BARNHART	
4,729 P				2:58		5:15		3:21	4:12	12:34	12:17	186.0	CAMPBELL	
650												187.8	YOAKUM	
4,699 P				3:05		5:23		3:27	4:17	12:39	12:24	190.9	NOLIN	
4,655 WP				3:15		5:33		3:35	4:24	12:47	12:32	197.4	ECHO Hi	
4,696 P				3:20		5:39		3:40	4:27	12:54	12:37	200.7	STANFIELD Nd	
P				3:27		5:46		3:45	4:31	1:00	12:43	205.3	DN HINKLE Uk	
4,613 P				3:27								205.3	DN HINKLE Uk	
WFTYP	1:15 P			3:40								209.3	D HERMISTON Mn	
3,081 P	1:30			4:00 PM	12:01 PM							215.8	DN-R UMATILLA Cs	
3,133 P	1:36			3:20 P	12:15							220.0	BAILEY	
3,138 P	1:43			3:24	12:25							223.2	IRRIGON	
4,852 WFYP	1:55			3:29	12:35							226.9	JUDSON	
4,842 P				3:35	12:50							233.2	DN MESSNER Fe	
4,787 WP												208.7	WESTLAND	
4,794 P												213.6	MUNLEY	
4,852 WFYP	1:55			3:35	12:50	6:16	2:50	4:07	4:46	1:05	1:05	223.9	DN MESSNER Fe	
839	1:59			3:38	12:55	6:22	2:53	4:10	4:48	1:07	1:07	226.7	D BOARDMAN Bd	
4,778 P	2:03			3:40	1:05	6:27	2:56	4:12	4:49	1:18	1:18	227.5	PETERS	
4,776 P	2:11			3:43	1:33	6:40	3:00	4:16	4:52	1:23	1:23	231.4	CASLE	
5,061 P	2:23			3:48	1:50	6:59	3:06	4:22	4:57	1:37	1:37	237.2	BOULDER	
780 TP	2:31			11:45 PM	3:51	7:12	3:11	4:27	5:00	1:43	1:43	241.2	N HEPPNER JCT. Wi	
4,870 P	2:34			11:50	3:53	7:15	3:13	4:29	5:02	1:45	1:45	242.7	WILLOWS	
4,772 P	2:42			11:58 PM	3:57	7:28	3:18	4:34	5:06	1:52	1:52	247.1	SILICA	
WB 6,255 EB 5,880 WTP	3:00			A12:05 AM	4:03 PM	7:45	3:26	4:44	5:11	2:00	2:00	251.7	DN ARLINGTON Mx	
4,918 P	3:10			4:08	2:45	7:51	3:31	4:50	5:15	2:10	2:10	255.4	GILMORE	
4,799 WP	3:17			4:12	3:02	7:58	3:37	4:56	5:19	2:16	2:16	259.9	BLALOCK	
4,765 P	3:23			4:15	3:12	8:04	3:42	5:01	5:22	2:21	2:21	263.9	RAMSAY	
4,769 P	3:27			4:17	3:17	8:08	3:45	5:04	5:24	2:24	2:24	266.3	QUINTON	
4,854 P	3:32			4:21	3:27	8:14	3:50	5:09	5:28	2:29	2:29	270.6	HOOK	
4,805 P	3:39			4:25	3:34	8:20	3:55	5:14	5:32	2:34	2:34	274.6	GOFF	
5,070 WP	3:44				3:42	8:50	3:58	5:17	5:35	2:38	2:38	277.4	DAY	
4,879 P	3:49			4:30	3:50	8:55	4:01	5:20	5:37	2:42	2:42	280.1	RUFUS	
4,834 P	3:54				3:57	9:00	4:04	5:23	5:39	2:46	2:46	282.7	GRANT	
6,376 YP	4:02			4:35	4:05	9:10	4:09	5:29	5:42	2:52	2:52	285.6	DN BIGGS Bx	
2,638	4:10			4:39	4:15	9:20	4:14	5:34	5:46	2:57	2:57	289.2	MILLER	
2,516	4:18			4:43	4:25	9:35	4:19	5:39	5:50	3:05	3:05	293.1	CELLO	
Spur	9:30 PM	3:55 AM	4:21	4:44	4:30	9:40	4:21	5:41	5:51	3:07	3:07	294.3	N OREGON TRUNK JCT. Vo	
3,560	9:40	4:05	4:28	4:47	4:42	10:00	4:26	5:46	5:54	3:15	3:15	297.8	DILLON	
Spur	9:50	4:15	4:36	4:51	4:50	10:30	4:32	5:52	5:58	3:25	3:25	301.8	DUNE	
WFTOP	10:00 PM	4:25 AM	4:50 P	4:58 P	5:00 PM	11:00 PM	4:40 AM	6:00 PM	6:05 AM	3:35 AM	3:35 AM	305.3	DN-R THE DALLES Dk-Wh	

W.B.—Westward Siding.	(0.30)	(0.30)	(0.30)	(1.15)	(4.59)	(6.00)	(2.15)	(2.50)	(2.02)	(0.57)	(3.29)	.....	Thru Time
E.B.—Eastward Siding.	22.0	22.0	31.5	30.6	19.8	21.3	43.9	45.1	62.9	40.3	36.7	.....	Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

*Note.—No. 1 will run only on the following dates:
Due to leave Rieth on the 6th, 12th, 18th, 24th and 30th, of each month.
The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

No. 11 will stop at any station between Umatilla and The Dalles to discharge revenue passengers from Washington Division.
No. 17 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.
No. 25 will stop at any station to discharge revenue passengers from points east of Stanfield.
No. 25 will stop at Blalock and Rufus to load and unload mail and express, and will stop on flag at Miller and Cello for mail.

THIRD SUBDIVISION EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	FIRST CLASS					SECOND CLASS					Distance from Portland	Time-Table No. 17 September 2, 1938	
	44	2	12	18	61	252	260	330	314	312		STATIONS	
	Mixed	STRAMLINER PASSENGER	Passenger	Passenger	Passenger	Time Freight	Time Freight	Mixed	Time Freight	Time Freight			
WFTP											211.9	DN-R RIETH N	
4,621 P											208.8	BARNHART	
4,729 P											203.4	CAMPBELL	
650											201.6	YOAKUM	
4,677 P											198.5	NOLIN	
4,655 WP											192.0	DN ECHO Hi	
4,696 P											188.7	STANFIELD Nd	
P											184.1	DN HINKLE Uk	
4,613 P											193.4	DN HINKLE Uk	
WFTYP											189.4	D HERMISTON Mn	
3,081 P											182.9	DN-R UMATILLA Cs	
3,133 P											178.7	BAILEY	
3,138 P											175.6	IRRIGON	
4,852 WFYP											171.8	JUDSON	
4,842 P											165.6	DN MESSNER Fe	
4,787 WP											180.7	WESTLAND	
4,794 P											175.8	MUNLEY	
4,852 WFYP											165.6	DN MESSNER Fe	
839											163.7	D BOARDMAN Bd	
4,778 P											161.9	PETERS	
4,776 P											158.0	CASLE	
5,061 P											152.2	BOULDER	
780 TP											148.2	N HEPPNER JCT. Wi	
4,870 P											146.7	WILLOWS	
4,772 P											142.3	SILICA	
WB 6,225 EB 5,880 WTP											137.7	DN ARLINGTON Mx	
4,918 P											134.0	GILMORE	
4,799 WP											129.6	BLALOCK	
4,765 P											125.6	RAMSAY	
4,769 P											123.1	QUINTON	
4,854 P											118.8	HOOK	
4,805 P											114.8	GOFF	
5,070 WP											112.0	DAY	
4,879 P											109.3	RUFUS	
4,834 P											106.7	GRANT	
6,376 YP											103.8	DN BIGGS Bx	
2,638											100.2	MILLER	
2,516											96.3	CELLO	
Spur											95.1	N OREGON TRUNK JCT. Vo	
3,560											93.4	DILLON	
Spur											91.6	DUNE	
WFTOP											87.6	DN-R THE DALLES Dk-Wh	

W.B.—Westward Siding.	(3.05)	(2.07)	(3.10)	(2.54)	(1.00)	(4.30)	(2.00)	(0.20)	(0.24)	(0.20)	.....	Thru Time
E.B.—Eastward Siding.	41.4	60.4	45.6	44.1	38.3	21.9	19.1	31.5	27.5	33.0	.....	Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

*Note.—No. 2 will run only on the following dates:
Due to leave The Dalles on the 1st, 7th, 13th, 19th and 25th, of each month.
The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

No. 12 will stop on flag at any station between Portland and Umatilla for revenue passengers to Washington Division.
No. 18 will stop on flag at any station for revenue passengers when destined Cheyenne or beyond.

WESTWARD FOURTH SUBDIVISION

Length of sidings in feet and location of water, fuel, ice, telegraph stations, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS						Distance from Huntington
	690 Time Freight Daily Except Monday	692 Time Freight Daily	251 Time Freight Daily	255 Time Freight Daily	458 Passenger Daily	25 Passenger Daily	1 STREAMLINER PASSENGER SEE NOTE BELOW Daily	17 Passenger Daily	402 Passenger Daily	5 Mail and Express Daily	
WFTOP	7:00P		7:15PM	12:30AM		6:05PM	6:05AM	5:05AM		3:45AM	305.8
P	7:10		7:25	12:40		6:12	6:09	5:11		3:50	307.8
3,290 P	7:22		8:10	12:55		6:19	6:16	5:19		3:58	313.4
3,153 P	8:06		8:20	1:05		6:24	6:21	5:25		4:04	317.0
3,090 P	8:20		8:35	1:15		6:29	6:25	5:31		4:10	320.8
WB 3,530 EB 5,230	8:45		9:00	1:35		6:38	6:33	5:40		4:20	326.3
3,925 P	9:00		9:20	2:12		6:46	6:40	5:48		4:28	330.4
4,794 P	9:15		9:45	2:25		6:55	6:48	5:57		4:38	336.6
5,036 WP	9:22	10:54	9:58	2:32		7:00	6:54	6:03		4:43	339.8
4,831 P	9:28	11:00	10:10	2:39		7:05	6:58	6:08		4:48	342.7
4,779 P	9:35	11:05	10:33 10:43	2:46		7:11	7:03	6:14		4:55	346.6
5,568 WP	9:50	11:23	11:15	3:05		7:18	7:10	6:21		5:02	350.8
											353.6
3,243 P	10:00	11:17	11:45PM	3:15		7:25	7:17	6:28		5:09	355.3
3,010 P	10:15	11:23	12:01AM	3:21		7:29	7:20	6:32		5:13	358.0
											359.8
3,386 OP	10:40	11:30	1:06	3:35		7:37	7:26	6:40		5:20	363.1
											365.5
4,815 P	10:50	11:37	1:30	3:45		7:45	7:30	6:46		5:26	367.0
											369.0
2,988 P	11:00	11:42	2:00	3:55		7:51	7:33	6:51		5:31	370.8
5,834 WTP	11:10	11:48	2:30	4:15		7:58	7:36	6:57		5:36	373.8
2,600 P		11:52P				8:03	7:39	7:02		5:40	376.2
2,708 P		12:01P				8:14	7:45	7:13		5:49	381.7
1,489 P		12:06	VIA KENTON			8:21	7:49	7:20		5:55	385.0
1,028		12:10	VIA KENTON			8:27	7:52	7:25		6:00	387.5
											378.8
3,215 P	11:20		3:00	4:25							383.5
3,315 P	11:30		3:30	4:35							389.0
3,402	11:40		4:00	4:45							390.2
1,415 YP	11:50		4:20	4:55							391.5
IP	3:15AM	12:30PM								6:02AM	390.3
1,415 IYP	3:22AM	12:37PM								6:05	390.3
1,415 IYP	3:22AM	12:37PM	4:20	4:55	8:58	11:50P	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	6:05	391.7
IP	3:30AM	12:45PM	4:30	5:05	9:02	12:05P	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	6:09	394.2
WFTYOP	3:45AM	1:00PM	5:00AM	6:00AM		12:30P					388.8
IP	12:13				9:13	8:33	7:55	7:30	6:20	6:05	389.1
IP	12:20P				9:20PM	8:40PM	8:00AM	7:35AM	6:30AM	6:10AM	389.4

Time-Table No. 17

September 2, 1938

STATIONS		Distance from Huntington
DN-R	THE DALLES Dk-WH Double Track	
	CRATES 2.5	
	ROWENA 5.6	
	CHATFIELD 3.6	
	MOSIER 3.3	
DN	HOOD RIVER 6.0	Ki
	MENO 4.1	
	LINDSEY 6.2	
	WYETH 3.2	
	FARLEY 2.9	
	CASCADE LOCKS 3.9	
DN	BONNEVILLE 4.0	Mu
	WARRENDALE 3.0	
	DODSON 1.7	
	ONEONTA 2.7	
	MULTNOMAH FALLS 1.8	
D	BRIDAL VEIL 3.5	Ju
	LATOURELL 2.4	
	ROOSTER ROCK 1.5	
	CORBETT 2.0	
	TAYLOR 1.3	
DN	TROUTDALE 3.5	Sn
	FAIRVIEW 2.4	Fa
	CLARNIE 5.5	
	GRAHAM 3.3	
	BRUUN 2.5	
	HEMLOCK 5.0	
	FIR 4.7	
	KENTON 5.5	
	PENINSULA JCT. 1.2	
DN	NORTH PORTLAND JCT. KD 2.1	
	PENINSULA JCT. 1.2	
	PENINSULA JCT. 1.5	
	ST. JOHNS JCT. 2.5	
DN-R	ALBINA Dispr. X 1.0	B
	EAST PORTLAND 0.3	
	UNITED RY. CROSSING 0.3	
DN-R	PORTLAND P-Vc 0.3	

W. B.—Westward Siding. (0.30) 10.4 (0.30) 10.4 (0.45) 8.6 (5.30) 16.2 (0.24) 17.0 (2.35) 32.6 (1.55) 43.9 (2.30) 33.6 (0.28) 14.6 (2.25) 34.8 Thru Time Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

*Note.—No. 1 will run only on the following dates:
Due to leave The Dalles on the 6th, 12th, 18th, 24th and 30th of each month.
The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

Trains and engines will be governed by Northern Pacific Terminal Company's rules and regulations while in its yard at Portland.
No. 17 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.
No. 17 will stop at any station between The Dalles and Portland to discharge revenue passengers from Washington Division.
No. 25 will stop at any station to discharge revenue passengers from points east of Stanfield.
No. 25 will stop on flag at Warrendale, Multnomah Falls, Latourell and Corbett for revenue passengers, mail and express to and from any point.

FOURTH SUBDIVISION EASTWARD

Length of sidings in feet and location of water, fuel, ice, telegraph stations, turning stations, scales and telephones.	FIRST CLASS						SECOND CLASS				
	44 Mixed	561 Passenger	2 STREAMLINER PASSENGER	12 Passenger	18 Passenger	401 Passenger	252 Time Freight	683 Time Freight	681 Time Freight	691 Time Freight	
WFTOP	10:25AM	1:20P	8:23PM	11:40PM	11:55PM		3:20AM	3:09P		7:30P	
P	10:10	1:12	8:17	11:33	11:47		3:10	3:06		7:23	
3,290 P	10:01	1:04	8:10	11:25	11:39		2:58	3:00		7:16	
3,153 P	9:56	12:54	8:06	11:19	11:34		2:50	2:56		7:12	
3,090 P	9:51	12:54	8:01	11:14	11:29		2:40	2:52		7:08	
WB 3,530 EB 5,230	9:41	12:45	7:53	11:05	11:20		2:25	2:44		7:00	
3,925 P	9:29	12:37	7:47	10:55	11:08		2:12	2:38		6:53	
4,794 P	9:21	12:29	7:39	10:47	10:59		2:00	2:31		6:46	
5,036 WP	9:16	12:24	7:34	10:42	10:54		1:52	2:27		6:42	
4,831 P	9:12	12:20	7:30	10:38	10:49		1:44	2:24		6:38	
4,779 P	9:07	12:15	7:25	10:33	10:43		1:35	2:20		6:33	
5,568 WP	8:59	12:08	7:18	10:26	10:36		1:29	2:13		6:26	
											358.8
3,243 P	8:52	12:02	7:12	10:19	10:29		1:19	2:07		6:20	
3,010 P	8:48	11:57	7:09	10:15	10:25		1:14	2:04		6:17	
											359.8
3,386 OP	8:42	11:53	7:03	10:09	10:19		1:06	1:59		6:11	
											365.5
4,815 P	8:37	11:48	6:58	10:04	10:14		12:58	1:55		6:07	
											369.0
2,988 P	8:33	11:44	6:54	10:00	10:10		12:51	1:52		6:03	
5,834 WTP	8:28	11:40	6:50	9:56	10:06		12:44	1:49			
2,600 P	8:22	11:37	6:47	9:52	10:02			1:46			
2,708 P	8:15	11:31	6:42	9:46	9:53			1:41			
1,489 P	8:11		6:37	9:41	9:47			1:37			
1,028	8:07		6:34	9:37	9:42			1:34			
											378.8
3,215 P							12:36				383.5
3,315 P							12:29				389.0
3,402							12:18				390.2
1,415 YP							12:10				391.5
IP											390.3
1,415 IYP		8:55AM									390.3
1,415 IYP		8:51									391.7
IP		8:51									394.2
IP		8:47									388.8
WFTYOP											389.1
IP											389.4
IP											389.4

W. B.—Westward Siding. (2.25) 34.8 (0.20) 20.4 (1.53) 44.7 (2.10) 38.8 (2.20) 36.0 (0.24) 17.0 (3.35) 24.8 (0.35) 8.9 (0.30) 10.4 (0.30) 10.4 Thru Time Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

*Note.—No. 2 will run only on the following dates:
Due to leave Portland on the 1st, 7th, 13th, 19th and 25th, of each month.
The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

Trains and engines will be governed by Northern Pacific Terminal Company's rules and regulations while in its yard at Portland.
No. 12 will stop on flag at any station between Portland and Umatilla for revenue passengers to Washington Division.
No. 44 will stop on flag at Corbett, Latourell, Multnomah Falls and Warrendale for revenue passengers, mail and express to and from any point.
No. 12 will stop on flag at any station for revenue sleeping car passengers when destined Cheyenne or beyond.

WESTWARD				HEPPNER BRANCH				EASTWARD			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Heppner	Time-Table No. 17 September 2, 1938			Distance from Heppner Jct.	SECOND CLASS		
		331 Mixed	329 Mixed			STATIONS			330 Mixed		
		Daily Except Saturday	Saturday								
2,867 WFY		7.15PM	9.00PM	0.0	D-R HEPPNER Hr		45.2	A 6.00AM			
1,029 P		7.35	9.20	8.9	LEXINGTON 8.9		36.3	5.35			
471		7.50	9.35	14.2	JORDAN 5.3		31.0	5.20			
1,150 W		8.00	9.55	16.9	IONE 2.7	On	28.3	5.10			
133		8.15	10.10	20.0	McNAB 3.1		25.2	5.00			
835		8.25	10.25	25.4	MORGAN 5.4		19.8	4.48			
263		8.35	10.35	27.5	MORSIL 2.1		17.7	4.43			
330 W		8.55	10.55	30.7	CECIL 3.2		14.5	4.33			
158		9.05	11.05	34.3	EWING 3.6		10.9	4.23			
734		9.15	11.20	38.4	RHEA 4.1		8.8	4.10			
136				42.2	HARRIETT 3.8		3.0				
1,780 TP		A 9.45PM	A 11.45PM	45.2	N-R HEPPNER JCT. 3.0	Wi	0.0	3.50AM			
					(45.2)			Daily Except Monday			
	(2.30) 18.1	(2.45) 16.4			Thru Time		(2.10) 20.8				

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

WESTWARD				CONDON BRANCH				EASTWARD			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Condon	Time-Table No. 17 September 2, 1938			Distance from Arlington	SECOND CLASS		
		327 Mixed	317 Mixed			STATIONS			328 Mixed		
		Daily Except Saturday	Saturday								
5,200 WFYP		9.00PM	7.15PM	0.0	D-R CONDON Cd		44.5	A 6.30AM			
1,278		9.21	7.35	8.2	GWENDOLEN 8.2		36.3	6.00			
1,515		9.35	7.50	12.2	SPEECE 4.0		32.3	5.45			
1,533		9.50	8.05	15.9	CLEM 3.7		28.6	5.26			
1,515 W		10.15	8.25	20.1	MIKKALO 4.2		24.4	5.05			
1,400		10.35	8.50	24.8	BARNETT 4.7		19.7	4.45			
663 W		10.55	9.10	28.5	ROCK CREEK 3.7		16.0	4.26			
123				30.8	SMYTHE 2.3		13.7				
1,504		11.20PM	9.35	37.2	SHUTLER 6.4		7.3	4.00			
6,020 WFYP		A 12.01AM	A 10.00PM	44.5	DN-R ARLINGTON 7.3	Mx	0.0	3.35AM			
					(44.5)			Daily			
	(3.01) 14.8	(2.45) 16.2			Thru Time		(2.55) 15.2				

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

WESTWARD				SHANIKO BRANCH				EASTWARD			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Shaniko	Time-Table No. 17 September 2, 1938			Distance from Biggs	SECOND CLASS		
		325 Freight				STATIONS			326 Freight		
		Tues., Thurs., Sat.									
3,385 WFYP		7.45AM		0.0	D-R SHANIKO 6.7	Sh	69.7	A 10.30AM			
345				6.7	KELSEY 5.9		63.0				
620		8.20		12.6	WILCOX 4.6		57.1	9.50			
902		8.35		17.2	KENT 6.7		52.5	9.35			
650		8.55		23.9	BOURBON 7.3		45.8	9.25			
1,370 WT		9.15		31.2	GRASS VALLEY 7.2	Vy	38.5	8.55			
Spur		9.35		38.4	ERSKINE 4.3		31.3	8.20			
2,422		9.55		42.7	MORO 3.1	Mr	27.0	8.00			
884		10.05		45.8	DE MOSS 3.9		23.9	7.45			
Spur		10.15		49.7	NISH 0.8		20.0	7.30			
Spur		10.20		50.5	HAY CANYON 3.5		19.2	7.25			
Spur		10.30		54.1	SANDON 4.5		15.6	7.10			
1,010		10.35		55.5	KLONDIKE 4.5		14.2	7.05			
1,788 W		11.05		60.0	D WASCO 2.6	Wa	9.7	6.40			
Spur		11.15		62.6	SINK 1.9		7.1	6.30			
585		11.20		64.5	THORNBERRY 5.2		5.2	6.20			
6,656 WFYP		A 11.55AM		69.7	DN-R BIGGS 6.2	Bx	0.0	6.00AM			
					(69.7)			Mon., Wed., Fri.			
	(4.10) 16.7				Thru Time		(4.30) 15.5				

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

WESTWARD				BEND BRANCH				EASTWARD			
SECOND CLASS			Distance from Bend	Time-Table No. 17 September 2, 1938			Distance from Oregon Trunk Junction	SECOND CLASS			
	315 Time Freight	313 Time Freight			STATIONS			312 Time Freight	314 Time Freight		
	Saturday	Daily Ex. Fri. and Sun.									
	2.30PM	7.30PM	0.0	DN-R BEND Nd		150.0	A 5.00AM	A 7.35AM			
BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF OREGON TRUNK RAILWAY											
	A 9.30PM	A 3.55AM	150.0	N OREGON TRUNK JUNCTION (150.0)	Vo	0.0	10.20PM	12.44AM			
	(7.00) 21.4	(8.25) 17.8					(6.40) 22.5	(6.51) 21.9			

BEND BRANCH SHOWN FOR INFORMATION ONLY.

		EASTWARD						FIFTH SUBDIVISION		WESTWARD							
		SECOND CLASS		FIRST CLASS				Distance from Seattle	Time-Table No. 17		FIRST CLASS		SECOND CLASS				
		690	692	402	34	458	38		September 2, 1938		37	561	33	401	681	683	691
		Time Freight	Time Freight	Passenger	CMSt.P&P Passenger (16)	Passenger	CMSt.P&P Passenger (16)		STATIONS		CMSt.P&P Passenger (16)	Passenger	CMSt.P&P Passenger (16)	Passenger	Time Freight	Time Freight	Time Freight
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	P	9.00P		6.30P	11.30PM	10.30PM	4.20PM	8.15AM	0.0	DN-R SEATTLE	Ow						
									1.9	G. N. CROSSING							
									1.9	N. P. CROSSING							
	WFITYOP	9.05P	6.00PM	2.30AM	6.35	11.40	10.38PM	4.28	8.24AM	3.1	DN-R ARGO	G					
									0.0	C. M. St. P. & P. & P. C. CROSSING							
									0.0	DN-R BLACK RIVER	Bi						
1,354	P		6.15PM	2.45AM	6.41P	11.49PM		4.37PM	9.4								
1,401																	

BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO.

	Time	Time	Time	Time	Time	Time	Distance from Tacoma Jct.
P	8.00PM	3.40AM	7.05P	12.32AM		5.15PM	35.7
I	8.05PM	3.45AM	7.07P	12.36AM		5.19PM	36.4
							36.5
							36.7
							36.7
							36.8
							38.0

BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.
 BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF SPOKANE, PORTLAND & SEATTLE RY

	Time	Time	Time	Time	Time	Time	Distance from North Portland Jct.
IP	3.30AM	12.30PM	9.40P	6.02AM		8.56PM	176.4
1,415 IYP			9.42				177.6
IP			9.45				179.1
P	A 4.00AM	A 1.00PM					181.6
IP			9.52				182.6
IP			9.55P	A 6.30AM		A 9.20PM	183.2

		WESTWARD		OLYMPIA BRANCH		EASTWARD	
		SECOND CLASS		Time-Table No. 17		SECOND CLASS	
		321	Freight	September 2, 1938		322	Freight
		Daily		STATIONS			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	YP		7.00AM	0.0	R EAST OLYMPIA	Ma	7.4
	Spur			1.8	KNAUER		5.6
				7.3	N. P. CROSSING		0.1
	WFYP		A 7.20AM	7.4	D-R OLYMPIA	Oa	0.0
					(7.4)		
							Daily

(0.20) Thru Time..... (0.20)
 22.2 Average Speed per Hour..... 22.2

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

		FIFTH SUBDIVISION						WESTWARD									
		SECOND CLASS		FIRST CLASS				Distance from Portland	Time-Table No. 17		FIRST CLASS		SECOND CLASS				
		690	692	402	34	458	38		September 2, 1938		37	561	33	401	681	683	691
		Time Freight	Time Freight	Passenger	CMSt.P&P Passenger (16)	Passenger	CMSt.P&P Passenger (16)		STATIONS		CMSt.P&P Passenger (16)	Passenger	CMSt.P&P Passenger (16)	Passenger	Time Freight	Time Freight	Time Freight
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	P	9.00P		6.30P	11.30PM	10.30PM	4.20PM	8.15AM	0.0	DN-R SEATTLE	Ow						
									1.9	G. N. CROSSING							
									1.9	N. P. CROSSING							
	WFITYOP	9.05P	6.00PM	2.30AM	6.35	11.40	10.38PM	4.28	8.24AM	3.1	DN-R ARGO	G					
									0.0	C. M. St. P. & P. & P. C. CROSSING							
									0.0	DN-R BLACK RIVER	Bi						
1,354	P		6.15PM	2.45AM	6.41P	11.49PM		4.37PM	9.4								
1,401																	

BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO.

	Time	Time	Time	Time	Time	Time	Distance from Tacoma Jct.
P	8.00PM	3.40AM	7.05P	12.32AM		5.15PM	35.7
I	8.05PM	3.45AM	7.07P	12.36AM		5.19PM	36.4
							36.5
							36.7
							36.7
							36.8
							38.0

BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.
 BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF SPOKANE, PORTLAND & SEATTLE RY.

	Time	Time	Time	Time	Time	Time	Distance from North Portland Jct.
IP	3.30AM	12.30PM	9.40P	6.02AM		8.56PM	176.4
1,415 IYP			9.42				177.6
IP			9.45				179.1
P	A 4.00AM	A 1.00PM					181.6
IP			9.52				182.6
IP			9.55P	A 6.30AM		A 9.20PM	183.2

Thru Time..... (0.14) (0.45) (0.10) (7.15) (8.00) (6.45) (10.00)
 Average Speed per Hour..... 13.2 31.9 18.6 25.3 22.7 26.4 18.2

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Time shown between Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision time-table between Portland and North Portland Jct.

		WESTWARD		TONO BRANCH		EASTWARD	
		SECOND CLASS		Time-Table No. 17		SECOND CLASS	
		321	Freight	September 2, 1938		322	Freight
		Daily		STATIONS			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	WFOP			0.0	R TONO		8.0
				5.8	WABASH		2.2
	WFYOTP			8.0	DN-R CENTRALIA	Ca	0.0
					(8.0)		

BETWEEN WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.

		WESTWARD		PRIMO BRANCH		EASTWARD	
		SECOND CLASS		Time-Table No. 17		SECOND CLASS	
		321	Freight	September 2, 1938		322	Freight
		Daily		STATIONS			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.				0.0	VESTA		15.9
				1.4	PRIMO		14.5
				4.8	MIDSON		11.6
				7.9	LYLE SPUR		8.0
				8.0	ARCTIC		7.8
				10.7	BRIDGES		5.2
				15.9	COSMOPOLIS		0.0
					(15.9)		

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

WESTWARD				GRAYS HARBOR BRANCH				EASTWARD				
Length of stings in feet and location of water, fuel, ice, cooking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS	Distance from Centralia	Time-Table No. 17 September 2, 1938	Distance from Hoquiam	FIRST CLASS	SECOND CLASS				
	463	685	579				578	682	684	462		
	CM St. P. & P. Fast Frt.	Freight	Motor Passenger				Motor Passenger	Freight	Freight	CM St. P. & P. Fast Frt.		
WFTYOP	Daily Except Monday	Daily Except Sunday	Daily	0.0	STATIONS	DN-R	CENTRALIA	Ch	67.5	A 1.45AM	A 12.05AM	A 7.30PM

BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.

IP		1.55AM	3.25AM	2.4	BLAKESLEE JUNCTION	55.1	1.30AM	11.55PM	7.15PM
				2.4	N. P. CROSSING	55.1			
				2.4	C. M. ST. P. & P. CROSSING	55.1			
1,350	P		2.05	f 3.33	GALVIN	52.6	f 1.23	11.45	7.05
2,285	P	2.43AM	2.25	f 3.48	R HELSING JUNCTION	45.3	f 1.05	11.20	6.45
2,680	WP	2.55	2.30	s 3.55	N INDEPENDENCE Nd	43.8	s 1.00	11.10	6.35
1,129	P	3.10	2.40	f 4.05	BALCH	39.2	f 12.44	10.50	6.15
Spur				20.2	SPRUCETON	37.3			
2,718	P	3.25	2.50	f 4.12	CEDARVILLE	35.3	f 12.36	10.35	6.05
2,697	P	3.35	3.00	f 4.19	LANKNER	31.2	f 12.26	10.25	5.55
738		3.42	3.10	f 4.24	RONY	28.6	12.20	10.20	5.50
2,353	P	3.48	3.17	f 4.29	SAGINAW	26.7	f 12.15	10.15	5.45
I				31.6	SCHAFFER BROS. CROSSING	26.0			
Spur	WP	3.55	3.25	f 4.34	SOUTH ELMA	25.0	f 12.10	10.10	5.40
1,747	P	4.05	3.35	f 4.44	FULLER	21.5	f 12.02AM	10.00	5.30
2,744	Y	4.30	3.55	f 4.59	SOUTH MONTESANO Mo	15.2	f 11.50PM	9.45	5.15
				42.3	SOUTH MONTESANO Mo	15.2			
				43.8	MONTESANO	16.7			
2,744	Y	4.30	3.55	f 4.59	SOUTH MONTESANO Mo	15.2	f 11.50	9.45	5.15
1,523	P	4.36	4.00	f 5.04	MELBOURNE	13.7	f 11.45	9.25	4.55
1,751	P	4.45	4.08	f 5.10	PREACHER'S SLOUGH	10.8	f 11.35	9.15	4.45
1,294				48.8	BLUE SLOUGH	8.7			
0,107	WYOP	5.00	4.20	s 5.25	COSMOPOLIS	6.3	s 11.25	9.00	4.30
				53.3	N. P. CROSSING	4.2			
4,135	WIYOP	5.15AM	4.40AM	s 5.45AM	DN-R ABERDEEN Sa	3.6	s 11.15PM	8.50PM	4.20PM

BETWEEN ABERDEEN AND HOQUIAM, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.

WFTYOP	A 5.45AM	A 5.00AM	A 6.00AM	57.6	DN-R	HOQUIAM	Ho	0.0	11.00PM	8.30PM	4.00PM	5.00PM
						(67.5)			Daily	Daily Ex. Sat. and Sun.	Saturday	Daily Except Sunday

(3.02)	(3.15)	(2.45)	Thru Time	(2.45)	(3.35)	(3.40)	(3.00)
14.9	17.6	20.9	Average Speed per Hour	20.9	16.1	15.7	15.1

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

Time shown at Hoquiam and Centralia is for information only. At Hoquiam and Centralia trains will be governed by time-table, rules and regulations of Northern Pacific Ry.

The Ball Railroad Time Service, Chicago, Ill.
E. V. Owens, General Supervisor of Time Service, Omaha.
Huntington.....C. R. Logan
Baker.....Palmer Bros.
La Grande.....J. H. Peare and Son
Pendleton.....Herb Green
The Dalles.....Norman E. Potter
Hoquiam.....Weisfield & Goldberg
Portland.....N. L. Nielson
Portland.....W. L. Young
Portland.....Roy & Molin

Standard clocks are located as shown below:

Huntington.....Round House
Huntington.....Yard Telegraph Office
Huntington.....Depot Telegraph Office
Durkee.....Telegraph Office
Baker.....Telegraph Office
La Grande.....Dispatcher's Office
La Grande.....Depot Telegraph Office
La Grande.....Yard Office
Kamela.....Telegraph Office
Pendleton.....Telegraph Office
Rieth.....Telegraph Office
Rieth.....Enginemen's Register Room
Umatilla.....Telegraph Office
Umatilla.....Enginemen's Register Room
Condon.....Telegraph Office
Biggs.....Telegraph Office

Time Inspectors are located as shown below:
Elmendorf - Anthony
Druzilla P
Dillon Rogers
C. R. Ahern
S. Grimstead
Weisfield & Goldberg
J. O. Peterson
F. W. Straub
S. J. Stieglitz
Talbot Bros., Inc.

Standard clocks are located as shown below:

Shaniko.....Telegraph Office
The Dalles....."DK" Telegraph Office
The Dalles....."WH" Telegraph Office
Portland (Joint).....N. P. T. Co. Telegraph Office
Albina.....Dispatcher's Office
Albina.....Yard Telegraph Office
Albina.....Enginemen's Register Room
Centralia (Joint).....N. P. Ry. Telegraph Office
Argo.....Yard Office
Seattle (Joint).....Union Station Telegraph Office
Joseph.....Telegraph Office
Heppner.....Telegraph Office
Bend (Joint).....O. T. Ry. Telegraph Office
Hoquiam (Joint).....N. P. Ry. Telegraph Office
Aberdeen.....Telegraph Office
Olympia.....Telegraph Office

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
John E. Nilsson	Chief Surgeon	Omaha, Nebr.	
Ralph M. Dodson	District Surgeon	Portland, Ore.	
Joseph M. Roberts	Assistant Surgeon	Portland, Ore.	Portland.
M. A. Sisson	Assistant Surgeon	Portland, Ore.	East Portland south of Sullivan's Gulch.
Carl H. Bastron	Assistant Surgeon	Portland, Ore.	East Portland north of Sullivan's Gulch.
Harry M. Bouvy	Specialist	Portland, Ore.	Portland.
J. B. Flynn	Specialist	Portland, Ore.	Portland.
D. G. Duncan	Surgeon	Huntington, Ore.	Baker to Huntington.
C. G. Patterson	Surgeon	Baker, Ore.	La Grande to Huntington.
J. B. Gregory	Surgeon	Walla, Ore.	Elgin to Enterprise.
C. T. Hockett	Surgeon	Enterprise	Elgin to Joseph.
Chas. A. Ault	Surgeon	Enterprise, Ore.	Elgin to Enterprise.
C. L. Gilstrap	Surgeon	La Grande, Ore.	Pendleton to Baker—La Grande to Elgin.
C. E. Branner	Surgeon	La Grande, Ore.	Pendleton to Baker—La Grande to Elgin.
Lee B. Bouvy	Specialist	La Grande, Ore.	La Grande.
H. J. Kavanaugh	Surgeon	Pendleton, Ore.	Arlington to La Grande.
J. P. Brennan	Surgeon	Pendleton, Ore.	Umatilla to Pendleton.
F. B. Belt	Surgeon	Hermiston, Ore.	Boardman to Stanfield.
A. D. McMurdo	Surgeon	Heppner, Ore.	Heppner Jct. to Heppner.
J. V. Wilhelm	Surgeon	Arlington, Ore.	The Dalles to Umatilla and Arlington to Condon.
W. J. Miller	Surgeon	Condon, Ore.	Arlington to Condon.
C. L. Poley	Surgeon	Moro, Ore.	Biggs to Shaniko.
J. C. Vandeventer	Surgeon	Bend, Ore.	Ainsworth to Bend.
Reuter, Thompson, Coberth, Griffith, Taylor & Vogt	Surgeons	The Dalles, Ore.	Hood River to Umatilla.
DeWalt Payne	Specialist	The Dalles, Ore.	Hood River to Umatilla.
C. W. McCain	Surgeon	Hood River, Ore.	Portland to The Dalles.
J. B. Blair	Surgeon	Vancouver, Wash.	Albina to Kalama.
C. Grant Bain	Surgeon	Centralia, Wash.	Centralia to South Montesano; Winlock to Tenino.
I. R. Watkins	Surgeon	Aberdeen, Wash.	Cosmopolis to Aberdeen.
E. L. Calhoun	Surgeon	Hoquiam, Wash.	Centralia to Hoquiam.
W. L. Bridgford	Surgeon	Olympia, Wash.	Olympia to East Olympia.
C. P. Gammon	Surgeon	Tacoma, Wash.	Tenino to Auburn.
B. E. McConville	Surgeon	Seattle, Wash.	Tacoma to Seattle.
Francis H. Brown	Surgeon	Seattle, Wash.	Seattle and Argo.
S. M. Samuels	Specialist	Seattle, Wash.	Portland to Seattle.

F. N. FINCH, General Manager

M. C. WILLIAMS, Superintendent.....Portland, Ore.
J. C. ALBRIGHT, Assistant Superintendent.....Portland, Ore.
J. C. McFARLAND, Trainmaster.....La Grande, Ore.

G. L. WHIPPLE, General Superintendent Transportation

First and Second Subdivisions and Branches

B. B. JOHNSON, Chief Train Dispatcher.....La Grande, Ore.
A. McAllister, Night Chief Train Dispatcher.....La Grande, Ore.
T. A. McKinstry, Train Dispatcher.....La Grande, Ore.
C. F. Roberts, Train Dispatcher.....La Grande, Ore.
V. B. Dygart, Train Dispatcher.....La Grande, Ore.
J. B. McLaughlin, Train Dispatcher.....La Grande, Ore.

Third, Fourth and Fifth Subdivisions and Branches

H. M. TURNER, Chief Train Dispatcher.....Portland, Ore.
R. W. Teeters, Night Chief Train Dispatcher.....Portland, Ore.
E. M. Ringer, Train Dispatcher.....Portland, Ore.
W. A. Milner, Train Dispatcher.....Portland, Ore.
V. B. Smith, Train Dispatcher.....Portland, Ore.
L. L. Rudd, Train Dispatcher.....Portland, Ore.