



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



OREGON DIVISION
TIME-TABLE
No. 32

Effective Sunday,
October 24, 1943
At 12:01 A.M. Pacific Time

WORK SAFELY TODAY

FOR EMPLOYEES ONLY

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

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS						FIRST CLASS						Distance from Huntington	Time- Table No. 32 Oct. 24, 1943
151 Time Freight	691 Time Freight	153 Time Freight	681 Time Freight	655 Time Freight	255 Time Freight	11 Passenger	17 Passenger	3 Passenger	25 Passenger	457 Passenger	4 Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	★See note below	STATIONS
				7.00AM			6.25PM		4.10PM			12.57AM	0.0 HUNTINGTON
				2.00PM			9.50PM		7.40PM			3.24AM	99.5 LA GRANDE
							1.35AM		11.00PM		2.15AM	5.35AM	173.8 PENDLETON
				9.30PM	4.00AM		1.45AM		11.10PM		2.25AM	5.43AM	177.5 RIETH
11.00PM		3.00PM				9.00PM		5.15PM					400.3 SPOKANE
3.50AM		8.50PM				11.32PM		7.39PM					296.4 AYER
8.00AM		1.55AM				1.10AM		9.10PM					243.2 WALLULA
A10.00AM		8.00AM			A5.30AM	2.15AM		A 9.55PM			A 3.45AM		215.8 UMATILLA
		2.30PM		5.10AM		5.00AM	4.50AM		3.25AM	8.30AM		7.50AM	305.3 THE DALLES
						A 7.35AM	A 7.30AM		A 6.30AM			A 9.45AM	389.3 PORTLAND
	7.00PM	A 7.30PM	9.00AM	A10.30AM						11.31AM			394.1 ALBINA
	4.00AM									1.11PM			480.4 CENTRALIA
	A6.00AM		A 6.00PM								A 2.20PM		569.4 TACOMA
													572.5 ARGO
													SEATTLE
(11.00)	(11.00)	(28.30)	(9.00)	(27.30)	(1.30)	(10.35)	(13.05)	(4.40)	(14.20)	(5.50)	(1.30)	(8.48) Thru Time
						34.7	29.7	39.5	27.8	31.4	28.0	44.2	Average Speed per Hour

★Note.—No. 1 will run only on the following dates:
No. 1 due to leave Huntington on the 6th, 12th, 18th, 24th and 30th of each month.

M. C. WILLIAMS, General Manager

L. A. COLLINS, Superintendent.....Portland, Ore.

A. McAllister, Assistant Superintendent.....Portland, Ore.
H. B. Coburn, Assistant Superintendent.....Seattle, Wash.
J. G. Kimmell, Assistant Superintendent.....La Grande, Ore.
H. E. Read, Assistant Superintendent.....The Dalles, Ore.
H. C. Holmes, Trainmaster.....La Grande, Ore.
E. D. Piercey, Trainmaster.....La Grande, Ore.
D. F. Mahoney, Trainmaster.....Centralia, Wash.
D. B. Pidcock, Terminal Trainmaster.....Portland, Ore.
J. D. Killian, Master Mechanic.....Portland, Ore.

First and Second Subdivisions and Branches

B. B. Johnson, Chief Train Dispatcher.....La Grande, Ore.
J. B. McLaughlin, Assistant Chief Train Dispatcher.....La Grande, Ore.
C. F. Roberts, Assistant Chief Train Dispatcher.....La Grande, Ore.
L. V. Thomas, Assistant Chief Train Dispatcher.....La Grande, Ore.
C. E. Wizemann, Train Dispatcher.....La Grande, Ore.
D. B. Lefebvre, Train Dispatcher.....La Grande, Ore.
C. W. McWhorter, Train Dispatcher.....La Grande, Ore.
R. V. Dygart, Train Dispatcher.....La Grande, Ore.
M. H. Galloway, Train Dispatcher.....La Grande, Ore.
R. Wilson, Train Dispatcher.....La Grande, Ore.
J. A. Fehr, Train Dispatcher.....La Grande, Ore.
F. A. Ross, Train Dispatcher.....La Grande, Ore.
T. C. McLaughlin, Train Dispatcher.....La Grande, Ore.
E. C. Shultz, Train Dispatcher.....La Grande, Ore.
R. M. Gover, Train Dispatcher.....La Grande, Ore.
H. R. Powell, Train Dispatcher.....La Grande, Ore.
F. M. Bannister, Train Dispatcher.....La Grande, Ore.

P. J. LYNCH, General Superintendent Transportation

.....Portland, Ore.

W. T. Doran, General Road Foreman of Engines.....Portland, Ore.
J. Daniels, Road Foreman of Engines.....La Grande, Ore.
R. L. Norris, Road Foreman of Engines.....La Grande, Ore.
C. Bedingfield, Road Foreman of Engines.....La Grande, Ore.
J. C. Haydon, Road Foreman of Engines.....Portland, Ore.
J. T. Rorick, Road Foreman of Engines.....Portland, Ore.
P. D. Brinkman, Road Foreman of Engines.....The Dalles, Ore.
L. W. Althoff, Division Engineer.....Portland, Ore.
G. E. Hammock, General Roadmaster.....Portland, Ore.

Third, Fourth and Fifth Subdivisions and Branches

L. L. Rudd, Chief Train Dispatcher.....Portland, Ore.
W. W. Smith, Assistant Chief Train Dispatcher.....Portland, Ore.
M. A. Stearns, Assistant Chief Train Dispatcher.....Portland, Ore.
L. V. Neely, Assistant Chief Train Dispatcher.....Portland, Ore.
O. H. Newman, Train Dispatcher.....Portland, Ore.
R. W. Teeters, Train Dispatcher.....Portland, Ore.
V. B. Dygart, Train Dispatcher.....Portland, Ore.
G. J. Schatz, Jr., Train Dispatcher.....Portland, Ore.
R. M. Enfield, Train Dispatcher.....Portland, Ore.
C. H. Burnett, Train Dispatcher.....Portland, Ore.
E. A. Hackett, Train Dispatcher.....Portland, Ore.
J. F. Fehrenbacher, Train Dispatcher.....Portland, Ore.
J. M. Hickey, Train Dispatcher.....Portland, Ore.
W. J. Bousquet, Train Dispatcher.....Portland, Ore.
G. C. Cooper, Train Dispatcher.....Portland, Ore.
M. D. Nickelson, Train Dispatcher.....Portland, Ore.
W. J. Farris, Train Dispatcher.....Portland, Ore.
M. B. McGinnis, Train Dispatcher.....Portland, Ore.

CONDENSED TIME-TABLE

EASTWARD

Time- Table No. 32 Oct. 24, 1943	Distance from Portland	FIRST CLASS						SECOND CLASS							
		4 Passenger	26 Passenger	458 Passenger	2 STREAMLINER PASSENGER	18 Passenger	12 Passenger	3 Passenger	160 Time Freight	252 Freight	692 Time Freight	156 Time Freight	260 Time Freight	690 Time Freight	158 Time Freight
STATIONS															
HUNTINGTON	389.3		A10.05PM		A 1.40AM	A 6.30AM				A 8.00PM				A 5.30AM	
LA GRANDE	289.8		6.15PM		11.13PM	3.25AM				8.00AM				6.30PM	
PENDLETON	215.6		3.35PM		8.58PM	12.35AM				A11.20PM					
RIETH	211.8		3.05PM		8.46PM	11.50PM				11.10PM	10.00PM			9.30AM	5.00PM
SPOKANE	367.3	A 9.15AM							A 6.40AM			A 8.00PM			A 4.30AM
AYER	283.4	6.16AM							3.50AM			11.40AM		9.50PM	
WALLULA	210.2	4.52AM							2.20AM			8.00AM		6.35PM	
UMATILLA	182.8	3.50AM							1.10AM	10.00PM	4.01PM	6.00AM		5.00PM	
THE DALLES	84.0		11.45AM		6.29PM	8.55PM	10.30PM				11.00AM			7.01PM	
PORTLAND	0.0		9.00AM	A 9.30PM	4.30PM	6.30PM	8.00PM						4.00AM	A 5.00PM	12.01PM
ALBINA	1.6														
CENTRALIA	91.1			6.56PM											
TACOMA	145.1			5.40PM										7.50AM	8.30PM
ARGO	180.1													6.30AM	6.00PM
SEATTLE	183.2			4.30PM											
		Daily	Daily	Daily	★See note below	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....		(6.25)	(13.05)	(5.00)	(9.10)	(12.00)	(10.40)	(1.20)	(40.00)	(14.00)	(10.30)	(41.29)	(11.30)	(9.45)	(38.00)
Average Speed per Hour		34.1	29.7	36.6	42.4	32.4	34.5	31.5							

★Note.—No. 2 will run only on the following dates:
No. 2 due to leave Portland on the 1st, 7th, 13th, 19th and 25th of each month.

MILEAGE

OREGON DIVISION

Main Line.....619.09
Branches.....493.46
Total.....1112.55

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"	26.0		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

WESTWARD

FIRST SUBDIVISION

Car Capacity of Seating etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS		
	699	655	677	17	25	1
	Time Freight	Time Freight	Time Freight	Passenger	Passenger	STREAMLINER PASSENGER
	Daily	Daily	Daily	Daily	Daily	★See note below
BCKO PTWYZ	3.00PM	7.00AM	12.01AM	6.25PM	4.10PM	12.57AM
74 P	3.25	7.25	12.25	6.35	4.20	1.06
74 P	3.35	7.35	12.35	6.41 ¹⁶⁰	4.26	1.13
71 PW	3.44	7.50	12.45	6.47	4.32	1.18
71 P	3.55	8.04	1.07 ²	6.54	4.39	1.27
WB 75 BKPWO EB 74 Y	4.10	8.20	1.32 ¹	7.00	4.47	1.32 ⁶⁷⁷
73 P	4.20	8.30	1.50	7.05	4.54	1.38
74 P	4.35	8.45	2.05	7.11	5.01	1.45
73 P	4.48 ¹⁸⁰	9.01 ¹⁵⁸	2.25 ¹⁵⁰	7.19	5.10 ¹⁰⁰	1.52
WB 75 PWY EB 82 Y	5.10	9.20	2.40	7.28	5.20	2.00 ¹⁵⁰
WB 91 EB 109 PY	5.28 ²⁵	9.40	2.50	7.35	5.28 ⁶⁹⁹	2.06
83 P	5.40	9.55	3.01	7.43	5.35	2.12
WB 93 BKOPW EB 69 YZ	6.01	10.10	3.20	8.02 ²⁸	5.48	2.20
74 P	6.15	10.30	3.32	8.12	5.56	2.26
68 P	6.32	10.45	3.47	8.20	6.05	2.32
72 P	6.45	10.59	3.59	8.28	6.13	2.37
WB 81 EB 74 PW	6.58	11.13	4.13	8.35	6.20	2.41
73 P	7.17 ²⁰	11.25 ¹⁰⁰	4.20 ¹⁵⁸	8.39	6.25	2.44
75 P	7.25	11.38	4.30	8.45 ¹⁵⁰	6.31	2.48
WB 73 CPVWY EB 73 YZ	7.40	11.50AM	4.45	8.52	6.36	2.52
79 P	7.57 ¹⁵⁰	12.01PM	4.55	9.00	6.43	2.58 ¹⁵⁸
73 P	8.10	12.10	5.05	9.07	6.50 ²⁶	3.04
70 PVWY	8.22	12.20	5.15	9.13	6.58	3.10
74 P	8.30	12.28	5.22	9.19	7.05 ¹⁵⁰	3.14
71 P	8.40	12.39	5.30	9.25	7.12	3.18
BCKOP TWYZ	8.55PM	12.50PM	5.50AM	9.35PM	7.25PM	3.24 ¹⁸

Time-Table No. 32
October 24, 1943

STATIONS		
DN-R	HUNTINGTON	YL HU
	4.8	
DN	LIME	BY
	3.8	
	JETT	
	3.6	
DN	WEATHERBY	WX
	4.9	
	NELSON	
	3.5	
DN	DURKEE	YL DU
	3.0	
	LEONARD	
	3.5	
DN	OXMAN	ON
	3.1	
	HINDMAN	
	3.2	
	PLEASANT VALLEY	
	3.0	
DN	ENCINA	YL NA
	4.3	
	QUARTZ	
	5.8	
DN-R	BAKER	YL BC
	4.5	
	WING	
	5.9	
DN	HAINES	KB
	4.7	
	HUTCHINSON	
	4.0	
DN	NORTH POWDER	HD
	3.0	
	LUN	
	3.7	
	SAGO	
	2.8	
DN	TELOCASET	YL WK
	4.0	
	CROOKS	
	3.3	
	PYLE	
	2.9	
DN	UNION JCT.	YL UN
	3.0	
	HOT LAKE	
	3.8	
	LONETREE	
	5.0	
DN-R	LA GRANDE	YL Dispr Q RA

BLOCK SIGNALS

BLOCK SIGNALS

(99.5)

Thru Time (5.55) (5.50) (5.49) (3.10) (3.15) (2.27)
Average Speed per Hour 17.0 17.1 17.1 31.4 30.6 40.6

Westward trains are superior to trains of the same class in the opposite direction, except that No. 2 is superior to westward trains of the same class.—See Rule S-72.

★Note.—No. 1 will run only on the following dates:
Due to leave Huntington 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, extra trains and yard engines.
Nos. 17 and 25 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.
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.

FIRST SUBDIVISION

EASTWARD

Car Capacity of Seating etc. See Rule 6(A).	Time-Table No. 32 October 24, 1943	Mile Post	FIRST CLASS			SECOND CLASS		
			18	26	2	158	160	156
			Passenger	Passenger	STREAMLINER PASSENGER	Time Freight	Time Freight	Time Freight
BCKO PTWYZ		389.3	A 6.30AM	A 10.05PM	A 1.40AM			
74 P	DN	384.5	6.16	9.45	1.27	12.30	7.05	4.40
74 P	DN	380.7	6.09	9.36	1.22	12.05PM	6.41 ¹⁷	4.25
71 PW	DN	377.1	6.03	9.28	1.16	11.40AM	6.20	4.10
71 P	DN	372.2	5.56	9.18	1.07 ⁶⁷⁷	11.14	6.05	3.50
WB 75 BKPWO EB 74 Y	DN	368.7	5.49	9.10	1.02	10.40	5.50	3.30
73 P	DN	365.1	5.42	8.59	12.57	10.10	5.35	3.10
74 P	DN	361.0	5.35	8.50	12.51	9.40	5.22	2.50
73 P	DN	358.5	5.29	8.42	12.45	9.01 ⁶⁵⁵	5.10 ²⁵	2.25 ⁶⁷⁷
WB 75 PWY EB 82 Y	DN	355.3	5.23	8.32	12.38	8.35	4.30	2.00 ¹
WB 91 EB 109 PY	DN	351.8	5.16	8.24	12.32	8.20	4.10	1.32
83 P	DN	347.4	5.06	8.15	12.25	7.55	3.30	12.50
WB 63 BKOPW EB 69 YZ	DN-R	341.6	4.56	8.02 ¹⁷	12.18 ¹⁵⁰	7.15	2.45	12.18 ²
74 P	DN	337.1	4.46	7.46	12.12	5.55	12.50	10.45PM
68 P	DN	331.2	4.39	7.38	12.07	5.30	12.26	10.20
72 P	DN	326.5	4.32	7.31	12.03AM	5.01	12.01PM	10.01
WB 81 EB 74 PW	DN	321.9	4.25	7.23	11.58PM	4.40	11.40AM	9.40
73 P	DN	318.9	4.20 ⁶⁷⁷	7.17 ⁶⁹⁹	11.55	4.20 ¹⁸	11.25 ⁶⁵⁵	9.15
75 P	DN	315.2	4.13	7.11	11.49	4.02	11.05	8.45 ¹⁷
WB 73 CPVWY EB 73 YZ	DN	312.4	4.08	7.05	11.44	3.45	10.45	8.20
79 P	DN	308.4	3.58	6.57	11.37	2.58 ¹	10.00	7.57 ⁶⁹⁹
73 P	DN	305.1	3.49	6.50 ²⁶	11.30	2.20	9.25	7.40
70 PVWY	DN	302.2	3.43	6.40	11.25	2.05	9.01	7.20
74 P	DN	298.6	3.38	6.32	11.22	1.45	8.45	7.05 ²⁵
71 P	DN	294.8	3.33	6.25	11.19	1.30	8.30	6.45
BCKOP TWYZ	DN-R	289.8	3.25 ¹	6.15PM	11.13PM	1.05AM	8.00AM	6.30PM

Thru Time (3.05) (3.50) (2.27)
Average Speed per Hour 32.3 25.9 40.6 (12.25) (12.00) (11.00)
8.0 8.3 9.0

Westward trains are superior to trains of the same class in the opposite direction, except that No. 2 is superior to westward trains of the same class.—See Rule S-72.

★Note.—No. 2 will run only on the following dates:
Due to leave La Grande 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, extra trains and yard engines.
No. 18 will stop on flag at any station for revenue passengers when destined Cheyenne and beyond.

WESTWARD SECOND SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A)	SECOND CLASS			FIRST CLASS			
	699 Time Freight	655 Time Freight	677 Time Freight	17 Passenger	25 Passenger	1 STREAMLINER PASSENGER	4 Passenger
	Daily	Daily	Daily	Daily	Daily	★See note below	Daily
BCJKOP TWYZ	10.30PM	2.00PM	6.40AM	9.50PM	7.40PM	3.24 ¹⁸ AM	
74 P	11.03 ²	2.20	6.55	9.59	7.50	3.31	
WB 75 EB 73 PVWY	11.15 ¹⁵⁸	2.35	7.10	10.06	7.58	3.36	
73 P	11.40	2.55	7.30	10.14	8.07	3.44	
72 P	11.53PM	3.07 ¹⁵⁶	7.40	10.20 ¹⁵⁸	8.14	3.50 ¹⁶⁰	
79 P (W.M.P. 275.1)	12.01AM	3.20	7.50	10.25	8.20	3.56	
	12.10	3.28	7.57	10.29	8.25	4.00	
C 71 BKOPW Y	12.30	3.40	8.10	10.40	8.30	4.03	
P	12.40	3.50	8.20	10.48	8.37	4.08	
WB 108 EB 74 PW	1.05	4.15	8.40	10.57	8.46 ¹⁵⁸	4.14	
74 P	1.20 ¹⁶⁰	4.27	8.55	11.06	8.53	4.23	
85 P	1.48 ¹⁸	4.47 ²⁶	9.15	11.15	9.02	4.29	
90 PW	2.03	4.57	9.25	11.21	9.07	4.35	
74 P	2.10	5.05	9.34	11.27	9.12	4.39	
WB 74 EB 74 PWY	2.20	5.13	9.43	11.34	9.18	4.44	
74 P	2.28	5.24	9.51	11.40	9.25	4.49	
74 P	2.36	5.33	10.01	11.47	9.35 ²	4.53	
106 P	2.43	5.41	10.10	11.53 ¹⁶⁰	9.40	4.57	
WB 78 EB 86 PWY	2.53	5.48	10.18	11.59PM	9.45	5.01	
99 P	3.01	5.55	10.25	12.05AM	9.49	5.05	
74 P	3.10	6.02	10.35	12.10	9.54	5.08	
100 P	3.20	6.10	10.50 ¹⁵⁶	12.16	9.59	5.11	
74 PW	3.35	6.18 ¹⁵⁵	10.58	12.22	10.05	5.15	
73 P	3.45	6.25	11.05	12.27	10.11	5.18	
72 P	3.53	6.33	11.13	12.33	10.18	5.23	
99 P	4.01	6.40	11.20	12.40 ¹⁸	10.23	5.26	
69 BJKPVW YZ	4.10	6.55	11.28	1.05 ¹⁸ 1.35	10.30 ¹⁶⁰ 11.00	5.32 5.35	2.15AM
BCJKO PTW	A 4.40AM	A 7.30PM	A 11.55AM	A 1.45AM	A 11.10PM	A 5.43AM	A 2.25AM

Time-Table No. 32
October 24, 1943

STATIONS

DN-R	LA GRANDE	Dispr Q YL RA
	PERRY	
DN	HILGARD	YL DY
	GLOVER	
DN	MOTANIC	MO
	BODIE	
	NORDEEN	
DN	KAMELA	YL S
	ROSS	
DN	MEACHAM	YL MH
	PORTER	
DN	HURON	KR
	CAMP	
	NORTH FORK	
DN	DUNCAN	YL NF
	SLOAN	
	CONWAY	
	BONIFER	
DN	GIBBON	YL GI
	TUMIA	
	THORN HOLLOW	
	HOMLY	
DN	CAYUSE	CA
	MINTHORN	
	MISSION	
	MUNRA	
DN	PENDLETON	YL FD
DN-R	RIETH	YL N

(78.0)

..... Thru Time
..... Average Speed per Hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 2 is superior to westward trains of the same class.—See Rule S-72.

★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, extra trains and yard engines.
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.

SECOND SUBDIVISION EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A)	FIRST CLASS				SECOND CLASS		
	26 Passenger	2 STREAMLINER PASSENGER	3 Passenger	18 Passenger	156 Time Freight	158 Time Freight	160 Time Freight
	Daily	★See note below	Daily	Daily	Daily	Daily	Daily
BCJKOP TWYZ	289.8	A 11.13PM		A 3.10 ¹ AM	A 4.30PM	A 11.45PM	A 5.20AM
74 P	285.7	5.48	11.03 ⁶⁹⁹	2.59	4.01	11.25	4.50
WB 75 EB 73 PVWY	281.8	f 5.41	10.56	2.52	3.45	11.15 ⁶⁹⁹	4.30
73 P	278.1	5.34	10.49 ¹⁵⁸	2.44	3.27	10.49 ²	4.15
72 P	275.7	5.29	10.44	2.39	3.07 ⁶⁵⁵	10.20 ¹⁷	3.50 ¹
79 P (W.M.P. 275.1)	273.7	5.25	10.40	2.34	2.57	9.56	3.17
	271.8	5.22	10.36	2.31	2.50	9.50	3.10
C 71 BKOPW Y	270.9	f 5.20	10.34	2.29	2.45	9.45	3.01
P	268.0	5.12	10.27	2.17	2.01	9.15	2.30
WB 108 EB 74 PW	264.8	f 5.05	10.22	2.10 ¹⁶⁰	1.40	8.46 ²⁵	2.10 ¹⁸
74 P	260.5	4.54	10.09	1.56	1.05	8.20	1.20 ⁶⁹⁹
85 P	257.3	4.47 ⁶⁵⁵	10.01	1.48 ⁶⁹⁹	12.45	8.05	1.05
90 PW	253.6	4.41	9.55	1.42	12.30	7.55	12.42
74 P	251.4	4.36	9.51	1.36	12.18	7.45	12.30
WB 74 EB 74 PWY	248.0	f 4.30	9.46	1.30	12.05PM	7.36	12.20
74 P	245.1	4.25	9.41	1.25	11.53AM	7.26	12.10
74 P	242.0	4.20	9.35 ²⁵	1.20	11.40	7.18	12.01AM
106 P	239.3	4.15	9.31	1.15	11.30	7.10	11.53PM ¹⁷
WB 78 EB 86 PWY	238.9	f 4.10	9.28	1.10	11.20	7.01	11.35
99 P	234.3	4.04	9.25	1.05	11.08	6.40	11.18
74 P	231.9	3.59	9.22	1.01	11.01	6.33	11.10
100 P	229.3	3.55	9.18	12.57	10.50 ⁶⁷⁷	6.25	11.04
74 PW	226.9	f 3.52	9.15	12.53	10.43	6.18 ⁶⁵⁵	10.58
73 P	224.5	3.48	9.12	12.49	10.35	6.01	10.52
72 P	220.7	3.44	9.08	12.45	10.23	5.50	10.45
99 P	218.7	3.40	9.04	12.40 ¹⁷	10.15	5.40	10.38
69 BJKPVW YZ	215.5	3.35 3.15	8.58 8.55	A 11.20PM 12.35AM	10.01	5.30	10.30 ²⁵
BCJKO PTW	211.8	3.05PM	8.46PM	11.10 ²⁵	9.30AM	5.00PM	10.00PM

..... Thru Time (2.55) (2.27) (0.10) (3.20) (7.00) (6.45) (7.20)
..... Average Speed per Hour 26.7 32.0 22.2 23.4 11.2 11.5 10.6

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 2 is superior to westward trains of the same class.—See Rule S-72.

★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, extra trains and yard engines.
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.

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 32
October 24, 1943

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				FIRST CLASS					STATIONS
	655	677	153	255	25	1	11	4	17	
	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	STREAMLINER PASSENGER	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	*See note below	Daily	Daily	Daily	
BCJKO PTW	9.30PM	1.30PM		4.00AM	11.10 ³	5.43AM		2.25AM	1.45AM	DN-R RIETH YL N
95 P	9.45	1.45		4.15	11.40 ¹⁸	5.48		2.38	1.53	BARNHART
95 P	9.55	1.55		4.25	11.48	5.53		2.45	1.59	CAMPBELL
95 P	10.05	2.05		4.35	11.55PM	5.58		2.52 ¹⁵⁵	2.05	NOLIN
94 PW	10.20	2.32 ²⁰		4.50	12.03AM	6.05		3.03	2.13 ¹⁵⁰	DN ECHO HI
94 P	10.29 ⁸	2.50		4.58	12.10	6.09		3.10	2.18	STANFIELD ND
JP	10.36	3.01		5.06	12.16	6.13		3.18	2.24	DN HINKLE UK
95 P	VIA MUNLEY	VIA MUNLEY		5.15	VIA MUNLEY	VIA MUNLEY		3.25	VIA MUNLEY	D HERMISTON MN
BKOP TWY			8.00AM	5.30AM				2.15AM	3.45AM	DN-R UMATILLA YL CS
92 P			8.20					2.25		BAILEY
93 P			8.32					2.33		IRRIGON
93 P			8.42					2.40		JUDSON
99 P	10.58 ¹⁸	3.17	VIA UMATILLA		12.22	6.16	VIA UMATILLA		2.30	WESTLAND
P	11.08	3.25			12.26			2.33		DN ORDNANCE RN
98 PW	11.15	3.33			12.30	6.20		2.36		MUNLEY
98 P	11.25	3.45			12.38 ¹⁵⁶	6.25		2.43		CLARKE
99 JPWY	11.37	4.01	8.55		12.44	6.29	2.50	2.48		DN MESSNER FC
14 P	11.42	4.06	9.05		12.47	6.31	2.53	2.50		BOARDMAN
98 P	11.50 ¹⁵⁵	4.10	9.20 ¹⁵⁸		12.50	6.33	2.56	2.53		PETERS
98 P	12.07 ¹³	4.20	9.30		12.56	6.36	3.01	2.58		CASTLE
104 P	12.23	4.33	9.43		1.03	6.41	3.07	3.04		BOULDER
19 JP	12.32	4.43	9.53		1.08	6.45	3.12	3.09		DN HEPPNER JCT. WI
100 P	12.40	4.48	9.59		1.11	6.47	3.15	3.11		WILLOWS
98 P	12.56	5.01	10.10		1.17	6.51	3.21	3.16		SILICA
WB 120 JOPTW EB 118	1.20	5.15	11.00		1.30	6.56	3.28	3.25		DN ARLINGTON YL MX
100 P	1.38 ²⁵	5.27	11.10		1.38 ⁶⁵⁵	7.00	3.40	3.32		GILMORE
99 PW	1.55	5.37	11.22		1.44	7.04	3.46	3.37		BLALOCK
98 P	2.05	5.45	11.35		1.50	7.07 ¹⁶⁸	3.51	3.42		RAMSAY
98 P	2.13	5.51	11.44		1.57	7.09	3.54	3.45		DN QUINTON QN
100 P	2.23	5.58	11.53AM		2.04	7.13	3.59	3.50		HOOK
99 P	2.33	6.05	12.03PM		2.10	7.17	4.04	3.55		GOFF
104 PW	2.41	6.12	12.13 ¹⁶⁰		2.15	7.20	4.08	3.59		DAY
100 P	2.48	6.19	12.25 ²⁶		2.20	7.22	4.11	4.02		RUFUS
100 P	2.55	6.26	12.33		2.25	7.24	4.15	4.05		GRANT
80 JP (MP)	3.05	6.35	12.40		2.30	7.27	4.20	4.08		DN BIGGS BX
84 P (W 101.7)	3.18	6.42	12.50		2.36	7.31	4.25	4.12		MILLER
50 P	3.30	6.49	1.01		2.42	7.35	4.29	4.16		CELLO
JPV	3.36	6.54	1.07		2.47	7.36	4.31	4.18		N OREGON TRUNK JCT. VO
74 P	3.46	7.03	1.15		2.52	7.39	4.35	4.22		DUNE
Spur	3.55	7.10	1.25		2.58	7.43	4.40	4.27		SEUFERT
BKOPT WZ	A 4.10AM	A 7.25PM	A 1.45PM		A 3.10AM	A 7.50AM	A 4.50AM	A 4.35AM		DN-R THE DALLES YL DI-WH

(6.40) (5.55) (5.45) (1.30) (4.00) (2.07) (3.35) (1.20) (2.50) Thru Time
19.1 21.6 17.2 25.4 31.5 30.4 33.2 28.7 45.1 Average Speed per Hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 2 is superior to westward trains of the same class.—See Rule S-72.

Between Hinkle and Mesner, extra trains will run via Munley unless otherwise directed.
*Note.—No. 1 will run only on the following dates: Due to leave Elth 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, extra trains and yard engines.
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

FIRST CLASS

SECOND CLASS

Time-Table No. 32
October 24, 1943

STATIONS	Mile Post	FIRST CLASS					SECOND CLASS						
		26	2	3	18	12	158	258	160	156			
		Passenger	STREAMLINER PASSENGER	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight			
DN-R RIETH YL N	211.8	A 3.05PM	A 8.46PM	A 11.10 ²⁵ PM	A 11.50PM					A 1.00PM	A 1.10PM	A 6.30PM	A 3.45AM
BARNHART	208.2	2.53	8.40	10.58	11.40 ²⁵					12.30	12.50	6.05	3.25
CAMPBELL	203.3	2.47	8.35	10.52	11.32					12.05PM	12.33	5.50	3.10
NOLIN	198.4	2.40	8.29	10.45	11.25					11.40AM	12.10PM	5.30	2.52 ⁴
DN ECHO HI	191.9	2.32 ⁶⁷⁷	8.21	10.36	11.15					11.10	11.40AM	5.02	2.13 ¹⁷
STANFIELD ND	188.6	2.23	8.17	10.29 ⁶⁵⁵	11.08					10.55	11.20	4.45	1.30
DN HINKLE UK	184.0	2.16	8.12	10.22	11.03					10.40	11.00	4.35	1.20
D HERMISTON MN	189.3	VIA MUNLEY	VIA MUNLEY	10.13	VIA MUNLEY					VIA MUNLEY	10.45	4.20	VIA MUNLEY
DN-R UMATILLA YL CS	182.8			10.00PM						VIA MUNLEY	10.30AM	4.01	VIA MUNLEY
BAILEY	178.6											2.53	
IRRIGON	175.5											2.46	
JUDSON	171.7											2.40	
WESTLAND	180.6	2.11	8.09	10.58 ⁶⁵⁵						10.25			1.08
DN ORDNANCE RN	178.2	2.06	8.04	10.55	VIA UMATILLA								12.55
MUNLEY	175.8	1.59	7.58	10.52						10.10			12.38 ²⁶
CLARKE	169.9	1.52	7.53	10.45						9.50			12.10
DN MESSNER FC	165.4	1.46	7.51	10.38	12.20					9.30		2.25	12.01AM
BOARDMAN	163.6	1.42	7.49	10.36	12.13					9.25		2.20	12.01AM
PETERS	161.8	1.38	7.46	10.34	12.11					9.20 ¹⁵³		2.15	11.50 ⁶⁵⁵ PM
CASTLE	157.9	1.33	7.41	10.30	12.07 ⁶⁵⁵					9.10		2.07	11.38
BOULDER	152.1	1.26	7.37	10.24	12.01AM					8.55		1.50	11.25
DN HEPPNER JCT. WI	148.1	1.21	7.35	10.20	11.56PM					8.40		1.38	11.15
WILLOWS	146.6	1.19	7.31	10.18	11.54					8.35		1.34	11.10
SILICA	142.2	1.14	7.25	10.13	11.49					8.20		1.25	11.00
DN ARLINGTON YL MX	137.6	1.07	7.21	10.06	11.43					8.01		1.15	10.40
GILMORE	133.9	12.56	7.16	9.55	11.31					7.30		1.01	10.09
BLALOCK	129.4	12.50	7.12	9.50	11.26					7.20		12.53	9.59
RAMSAY	125.5	12.45	7.09	9.46	11.22					7.07 ¹		12.47	9.50
DN QUINTON QN	123.0	12.41 ¹⁶⁰	7.05	9.43 ¹⁵⁶	11.19					6.40		12.41 ²⁶	9.43 ¹⁸
HOOK	118.7	12.36	7.01	9.38	11.14					6.33		12.28	9.25
GOFF	114.8	12.32	6.58	9.34	11.10					6.25		12.20	9.15
DAY	111.9	12.29	6.56	9.31	11.07					6.17		12.13 ¹⁵³	9.01
RUFUS	109.2	12.25 ¹⁵³	6.54	9.28	11.04					6.10		12.07	8.50
GRANT	106.5	12.21	6.51	9.25	11.01					6.03		12.01PM	8.40
DN BIGGS BX	103.7	12.17	6.47	9.22	10.58					5.55		11.55AM	8.30
MILLER	100.1	12.11	6.43	9.17	10.52					5.48		11.47	8.15
CELLO	98.3	12.06	6.42	9.13	10.48					5.40		11.40	7.55
N OREGON TRUNK JCT. VO	95.1	12.03PM	6.39	9.11	10.46					5.35		11.35	7.45
DUNE	91.5	11.59AM	6.35	9.07	10.42					5.25		11.25	7.35
SEUFERT	87.5	11.54	6.29PM	9.03	10.38					5.15		11.15	7.25
DN-R THE DALLES YL DI-WH	84.0	11.45AM	6.29PM	8.55PM	10.30PM					5.00AM		11.00AM	7.01PM

Thru Time (3.20) (2.17) (1.10) (2.55) (2.25)
Average Speed per Hour 33.3 35.9 32.8 43.8 40.8

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 2 is superior to westward trains of the same class.—See Rule S-72.

Between Hinkle and Mesner, extra trains will run via Munley unless otherwise directed.
*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, extra trains and yard engines.
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

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS					Time-Table No. 32 October 24, 1943	STATIONS
	677	153	655	458	1	11	17	25		
	Time Freight	Time Freight	Time Freight	Passenger	STRAMLIVER PASSENGER	Passenger	Passenger	Passenger		
	Daily	Daily	Daily	Daily	★ See note below	Daily	Daily	Daily		
BKOPT WZ	9:30PM	2:30PM	5:10AM		7:50AM	5:00AM	4:50AM	3:25AM	DN-R THE DALLES YL DK-WR	
P	9:40	2:43	5:30		7:54	5:07	4:57	3:30	CRATES	
66 P	10:03	3:01	5:45		8:01	5:15	5:05	3:38	ROWENA	
68 P	10:12	3:10	5:53		8:06	5:20	5:10	3:44	CHATFIELD	
69 P	10:22	3:20	6:03		8:10	5:25	5:15	3:53	MOSIER H	
WB 72 EB 107 BPVW	10:38	3:40	6:20		8:18	5:40	5:30	4:10	DN HOOD RIVER YL KI	
80 P	11:06	4:01	6:35		8:24	5:48	5:38	4:18	MENO	
98 P	11:36PM	4:20	6:50		8:32	5:57	5:47	4:27	LINDSEY	
104 PW	12:10AM	4:28	7:03		8:38	6:02	5:52	4:34	DN WYETH WE	
102 P	12:20	4:35	7:18		8:42	6:07	5:57	4:41	FARLEY	
97 P	12:30	4:44	7:35		8:47	6:13	6:03	4:47	CASCADE LOCKS	
116 PW	12:45	4:54	7:55		8:54	6:20	6:10	4:55	DN BONNEVILLE MU	
65 P	1:01	5:16	8:08		9:01	6:27	6:17	5:02	DODSON	
60 P	1:14	5:23	8:15		9:04	6:33	6:23	5:08	ONEONTA	
100 PZ	1:25	5:35	8:25		9:10	6:40	6:30	5:16	MULTNOMAH FALLS	
98 P	1:35	5:45	8:35		9:14	6:46	6:37	5:22	DN BRIDAL VEIL JU	
59 P	1:45	5:55	8:45		9:17	6:52	6:44	5:29	ROOSTER ROCK	
115 BIJPTW	2:01	6:05	8:55		9:21	6:58	6:51	5:37	CORBETT	
51 P	VIA KENTON	VIA KENTON	VIA KENTON		9:24	7:04	6:57	5:47	TAYLOR	
53 P	VIA KENTON	VIA KENTON	VIA KENTON		9:30	7:12	7:06	5:56	DN TROUTDALE SN	
28 P	VIA KENTON	VIA KENTON	VIA KENTON		9:34	7:17	7:11	6:03	FAIRVIEW FA	
17 P	VIA KENTON	VIA KENTON	VIA KENTON		9:37	7:21	7:16	6:08	CLARNIE	
51 P	2:15	6:20	9:08						GRAHAM YL	
100 P	2:30	6:35	9:20						BRUN YL	
73 P	2:45	6:50	9:55						HEMLOCK	
IJPV					9:06PM				DN FIR YL FR	
IJPY					9:08				DN KENTON YL KN	
IJP	3:10	7:10	10:08		9:12				DN-NORTH PORTLAND JCT. YL KD	
BCKOPT WZ	A 3:30AM	A 7:30PM	A 10:30AM						PENINSULA JCT. YL	
IJPVY									ST. JOHNS JCT. YL	
BIKPV					9:23	9:40	7:26	7:21	6:13	DN-R ALBINA YL B Dispr. X
									EAST PORTLAND YL	
									UNITED RY. CROSSING	
					9:30PM	9:45AM	7:35AM	7:30AM	6:30AM	DN-R PORTLAND P-VC

BLOCK SIGNALS—AUTOMATIC TRAIN CONTROL

Thru Time (8.00) (5.00) (5.20) (0.24) (1.55) (2.35) (2.40) (3.08) Thru Time
Average Speed per Hour 14.8 17.7 16.7 17.0 43.8 32.5 31.5 27.2

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 2 is superior to westward trains of the same class.—See Rule S-72.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
*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 Nos. 1 and 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains and yard engines. 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. 11 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 Multnomah Falls and Corbett for revenue passengers, mail and express to and from any point.

FOURTH SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS					SECOND CLASS			Time-Table No. 32 October 24, 1943	STATIONS
	457	26	2	18	12	160	156	158		
	Passenger	Passenger	STRAMLIVER PASSENGER	Passenger	Passenger	Time Freight	Time Freight	Time Freight		
BKOPT WZ									DN-R THE DALLES YL DK-WR	
P									CRATES	
66 P									ROWENA	
68 P									CHATFIELD	
69 P									MOSIER H	
WB 72 EB 107 BPVW									DN HOOD RIVER YL KI	
80 P									MENO	
98 P									LINDSEY	
104 PW									DN WYETH WE	
102 P									FARLEY	
97 P									CASCADE LOCKS	
116 PW									DN BONNEVILLE MU	
65 P									DODSON	
60 P									ONEONTA	
100 PZ									MULTNOMAH FALLS	
98 P									DN BRIDAL VEIL JU	
59 P									ROOSTER ROCK	
115 BIJPTW									CORBETT	
51 P									TAYLOR	
53 P									DN TROUTDALE SN	
28 P									FAIRVIEW FA	
17 P									CLARNIE	
51 P									GRAHAM YL	
100 P									BRUN YL	
73 P									HEMLOCK	
IJPV									DN FIR YL FR	
IJPY									DN KENTON YL KN	
IJP									DN-NORTH PORTLAND JCT. YL KD	
BCKOPT WZ									PENINSULA JCT. YL	
IJPVY									ST. JOHNS JCT. YL	
BIKPV									DN-R ALBINA YL B Dispr. X	
									EAST PORTLAND YL	
									UNITED RY. CROSSING	
									DN-R PORTLAND P-VC	

BLOCK SIGNALS—AUTOMATIC TRAIN CONTROL

Thru Time (0.25) (2.35) (1.59) (2.15) (2.20) (5.25) (4.39) (3.50)
Average Speed per Hour 16.3 32.5 42.4 27.3 36.0 16.4 19.1 23.1

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 2 is superior to westward trains of the same class.—See Rule S-72.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
*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 Nos. 1 and 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains and yard engines. 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. 26 will stop on flag at Corbett and Multnomah Falls for revenue passengers, mail and express to and from any point.
No. 18 will stop on flag at any station for revenue sleeping car passengers when destined Cheyenne or beyond.

WESTWARD			JOSEPH BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS		Time-Table No. 32 October 24, 1943	STATIONS	Mile Post	SECOND CLASS		
		305 Mixed Daily Except Sunday				304 Mixed		
28 OWY		11.45AM	D-R JOSEPH YL J	83.8	A 10.15AM			
22		12.30PM	D ENTERPRISE YL RS	78.8	10.00			
30		12.53	LOSTINE	67.8	9.07			
27 WY		1.10	D WALLOWA YL WO	60.0	8.50			
Spur			SEVIER	56.7				
21		1.22	WADE	54.1	8.30			
12 (W.M.P. 49.0)		1.42	MINAM	47.1	8.10			
Spur		1.58	VINCENT	40.6	7.54			
7			RONDOWA	37.2				
40 (W.M.P. 32.6)		2.15	LOOKING GLASS	33.8	7.37			
32		2.37	GULLING	25.1	7.15			
35 WY		2.50	D ELGIN YL GN	20.9	7.05			
18		3.15	D IMBLER BR	12.8	6.32			
20		3.25	ALICEL	8.4	6.22			
6			CONLEY	5.9				
12		3.40	ISLAND CITY	2.6	6.10			
BCJKOP TWYZ		A 4.00PM	DN-R LA GRANDE YL RA (83.8)	0.0	6.00AM			

(4.15) Thru Time (4.15)
19.7 Average Speed per Hour 19.7

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

WESTWARD		PILOT ROCK BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 32 October 24, 1943		STATIONS	Mile Post		
BCJKOP TW			DN-R RIETH YL N	0.0		
Spur			McBEE	2.8		
22			SPARKS	6.7		
Spur			LENS	11.2		
18 TW			D PILOT ROCK YL RO	14.9		

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

WESTWARD			HEPPNER BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS		Time-Table No. 32 October 24, 1943	STATIONS	Mile Post	SECOND CLASS		
		329 Mixed Monday, Wednesday and Friday				330 Mixed	326 Mixed	
39 BKOPT WY		7.00AM	D-R HEPPNER YL HR	45.2	A 2.15PM	A 8.15PM		
19 P		7.20	LEXINGTON	36.3	1.35	7.35		
7		7.35	JORDAN	31.0	1.10	7.10		
15 PW		7.55	IONE ON	28.3	12.55	6.55		
		8.10	McNAB	25.2	12.35	6.35		
13		8.30	MORGAN	19.8	12.20	6.20		
3 W		8.55	CECIL	14.5	12.01PM	6.01		
19 JP		A 9.45AM	N-R HEPPNER JCT. YL WI	0.0	11.20AM	5.20PM		

(2.45) Thru Time (2.55)
16.4 Average Speed per Hour 15.5

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

WESTWARD			CONDON BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS		Time-Table No. 32 October 24, 1943	STATIONS	Mile Post	SECOND CLASS		
		325 Mixed Saturday				327 Mixed Tuesday and Thursday	328 Mixed	
26 BKOPV WY		1.00PM	D-R CONDON YL CD	44.6	A 2.15PM			
22		1.25	GWENDOLEN	36.3	1.30			
27		1.45	SPEECE	32.3	1.10			
26		2.00	CLEM	28.6	12.50			
29 PW		2.20	MIKKALO	24.4	12.30			
27		2.40	BARNETT	19.7	12.10PM			
11 PW		3.00	ROCK CREEK	16.0	11.55AM			
29		3.30	SHUTLER	7.3	11.25			
WB 126 JOPTW EB 118		A 4.00PM	DN-R ARLINGTON YL MX	0.0	11.00AM			

(3.00) Thru Time (3.15)
14.8 Average Speed per Hour 13.7

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

WESTWARD		SHANIKO BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 32 October 24, 1943			Mile Post		
	STATIONS					
28 BKPW Y		D-R	SHANIKO YL SH	69.7		
			0.7 KELSEY	68.0		
8			5.9 WILCOX	57.1		
14			4.6 KENT	52.5		
8			0.7 BOURBON	45.8		
28 PTW		D	7.3 GRASS VALLEY VY	38.5		
Spur			7.2 ERSKINE	31.3		
25		D	4.3 MORO MR	27.0		
12			3.1 DE MOSS	23.9		
Spur			3.9 NISH	20.0		
Spur			0.8 HAY CANYON	19.2		
Spur			3.6 SANDON	15.6		
16			1.4 KLONDIKE	14.2		
32 PW		D	4.5 WASCO WA	9.7		
6			4.5 THORNBERRY	5.2		
80 JPY		DN-R	5.2 BIGGS YL BX	0.0		
			(69.7)			

..... Thru Time
..... Average Speed per Hour.....

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

WESTWARD		BEND BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 32 October 24, 1943			Mile Post		
	STATIONS					
BCWY OKZ	313 Mixed	315 Mixed	DN-R	BEND YL ND	150.0	A 7.35 AM
	Daily Ex. Sat. and Mon.	Saturday				

BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF OREGON TRUNK RAILWAY.

JPV		A 8.25 AM	A 7.30 PM	N	OREGON TRUNK JUNCTION VO	0.0	12.44 AM
					(150.0)		Daily Ex. Sunday
	(8.24)	(7.00)				(6.51)	
	17.8	21.4				21.0	

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD		GRAYS HARBOR BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 32 October 24, 1943			Mile Post		
	STATIONS					
BKOP TVWYZ	307 Mixed	309 CMSt.P&P Fast Frt.	DN-R	CENTRALIA YL CN	0.0	A 1.15 AM
	Daily	Daily Except Sunday				

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

JMPV			3.25 AM		BLAKESLEE JUNCTION	2.4		1.00 AM
M					0.0 N. P. CROSSING	2.4		
M					0.0 C. M. St. P. & P. CROSSING	2.4		
					0.2 RAISCH	2.6		
23 P		f 3.35			2.4 GALVIN	5.0		f 12.43
43 JPV		f 3.55	2.43 AM		7.2 HELSING JUNCTION YL	12.2	A 8.00 PM	f 12.20
48 PW		e 4.00	2.55		1.6 N. P. INDEPENDENCE YL ND	13.7	7.52	e 12.15
18 P		f 4.10	3.10		4.6 BALCH	18.3	7.40	f 12.01 AM
52 P		f 4.25	3.25		3.9 CEDARVILLE	22.2	7.30	f 11.45 PM
51 P		f 4.35	3.35		4.1 LANKNER	26.3	7.20	f 11.35
10		f 4.43	3.42		2.6 RONY	26.9	7.15	f 11.25
44 P		f 4.50	3.48		0.7 SAGINAW	30.8	7.10	f 11.20
M					1.0 SCHAFER BROS. CROSSING	31.6		
Spur PW		f 5.00	3.55		3.5 SOUTH ELMA YL	32.6	7.05	f 11.15
31 P		f 5.10	4.05		5.3 FULLER	36.0	6.50	f 11.05
53 PY		f 5.40	4.30		5.3 SOUTH MONTESANO YL	42.3	6.30	f 10.50
					1.5 SOUTH MONTESANO YL	42.3		
PV					1.5 D MONTESANO YL MO	43.8		
53 PY		f 5.40	4.30		1.5 SOUTH MONTESANO YL	42.3	6.30	f 10.50
27 P		f 5.52	4.36		2.9 MELBOURNE	43.8	6.14	f 10.30
32 PV		f 6.00	4.45		4.5 PREACHER'S SLOUGH	46.7	5.50	f 10.20
83 JPWY		e 6.15	5.00		2.1 COSMOPOLIS YL	51.2	5.35	e 10.05
					0.6 N. P. CROSSING	53.3		
82 BKPVZ		e 6.45 AM	5.15 AM		3.6 DN-R ABERDEEN YL SA	53.9	5.20 PM	e 9.45 PM

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

BKOPT WYZ		A 7.15 AM	A 5.45 AM	DN-R	HOQUIAM HO	57.5	5.00 PM	9.15 PM
					(57.5)		Daily Except Sunday	Daily
	(4.00)	(3.02)				(3.00)	(4.00)	
	14.3	14.9				15.1	14.3	

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

WESTWARD		TONO BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).		Time-Table No. 32		Mile Post	
		October 24, 1943			
	STATIONS				
39	PWZ	R	TONO YL 5.8	8.0	
27	J		WABASH YL 2.2	2.2	
BETWEEN WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.					
	BKOPT VWYZ		DN-R CENTRALIA YL CN (8.0)	0.0	

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

WESTWARD		OLYMPIA BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS		Time-Table No. 32		SECOND CLASS	
		321 Freight	October 24, 1943		322 Freight	
		Daily	STATIONS			
JPVY		6.00 ^{AM}	R	EAST OLYMPIA YL 0.1	0.0	A 5.50 ^{AM}
				N. P. CROSSING 7.3	0.1	
BKPV WYZ		A 6.20 ^{AM}	D-R	OLYMPIA YL OA (7.4)	7.4	5.30 ^{AM}
						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 S-72.

Time Inspectors are located as shown below:

The Ball Railroad Time Service, Chicago, Ill.
R. V. Owens, General Supervisor of Time Service, Omaha.

Huntington..... C. R. Logan
Baker..... Grows Jewelry Store
La Grande..... J. H. Peare and Son
Pendleton..... O. W. Cheedle
Hermiston..... A. W. Behrman
The Dalles..... Norman E. Potter
Portland..... N. L. Nielson
Portland..... Roy & Molin

Portland..... Dillon Rogers
Centralia..... C. R. Ahern
Tacoma..... S. Grimstead
Seattle..... Benn Tipp
Heppner..... J. O. Peterson
Hoquiam..... Kneipps Jewelry Co.
Aberdeen..... Wiitamaki Jewelry Co.
Olympia..... Talbott Bros., Inc.

Standard clocks are located as shown below:

Huntington..... Round House
Huntington..... East and West Yard Telegraph Office
Huntington..... Depot Telegraph Office
Huntington..... Enginemen's Register Room
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
Shaniko..... Telegraph Office

The Dalles..... "DK" Telegraph Office
The Dalles..... "WH" Telegraph Office
Hood River..... Telegraph Office
Troutdale..... 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
Tacoma..... Yard Office
Argo..... Yard Office
Seattle (Joint)..... Union Station 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
Ralph M. Dodson.....	Chief Surgeon.....	Portland, Oregon.	Portland.
Kenneth C. Brown.....	Assistant Surgeon.....	Portland, Ore.....	East Portland south of Sullivan's Gulch.
Paul E. Shiningier.....	Assistant Surgeon.....	Portland, Ore.....	East Portland north of Sullivan's Gulch.
Carl H. Bastron.....	Assistant Surgeon.....	Portland, Ore.....	Portland.
A. H. Johnston.....	Assistant Surgeon.....	Portland, Ore.....	Portland.
Harry M. Bouvy.....	Specialist.....	Portland, Ore.....	Huntington, Ore.
S. R. Gillespie.....	Surgeon.....	Huntington, Ore.....	Baker to Huntington.
C. G. Patterson.....	Surgeon.....	Baker, Ore.....	La Grande to Huntington.
T. J. Higgins.....	Surgeon.....	Baker, Ore.....	La Grande to Huntington.
Ivan E. Bennett.....	Surgeon.....	Elgin, Ore.....	La Grande to Wallowa.
C. L. Gilstrap.....	Surgeon.....	La Grande, Ore.....	Pendleton to Baker—La Grande to Elgin.
John B. Gregory.....	Surgeon.....	La Grande, Ore.....	Pendleton to Baker—La Grande to Elgin.
Lee B. Bouvy.....	Specialist.....	La Grande, Ore.....	La Grande.
J. P. Brennan.....	Surgeon.....	Pendleton, Ore.....	Umatilla to Pendleton.
E. S. Morgan.....	Surgeon.....	Pendleton, Ore.....	Umatilla to Pendleton.
F. B. Belt.....	Surgeon.....	Hermiston, Ore.....	Boardman to Stanfield.
A. D. McMurdo.....	Surgeon.....	Heppner, Ore.....	Heppner Jet. to Heppner.
J. V. Wilhelm.....	Surgeon.....	Arlington, Ore.....	The Dalles to Umatilla and Arlington to Condon.
G. G. Gaunt.....	Surgeon.....	Condon, Ore.....	Arlington to Condon.
C. L. Poley.....	Surgeon.....	Moro, Ore.....	Biggs to Shaniko.
J. C. Vandeventer.....	Surgeon.....	Bend, Ore.....	Oregon Trunk Junction to Bend.
Reuter, Thompson, Coberth, Griffith, Smith and Poley.....	Surgeon.....	The Dalles, Ore.....	Hood River to Umatilla.
I. John Scovis.....	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.
Elmer L. Barr.....	Surgeon.....	Centralia, Wash.....	Centralia to South Montesano; Winlock to Tenino.
J. E. Toothaker.....	Surgeon.....	Centralia, Wash.....	Centralia to South Montesano; Winlock to Tenino.
I. R. Watkins.....	Surgeon.....	Aberdeen, Wash.....	Cosmopolis to Aberdeen.
J. F. McDonald.....	Surgeon.....	Hoquiam, Wash.....	Centralia to Hoquiam.
Ross D. Wright.....	Surgeon.....	Tacoma, Wash.....	Tenino to Auburn.
Lewis A. Hopkins.....	Surgeon.....	Tacoma, Wash.....	Tenino to Auburn.
L. Fred Lundy.....	Surgeon.....	Seattle, Wash.....	Tacoma to Seattle.
Francis H. Brown.....	Surgeon.....	Seattle, Wash.....	Seattle and Argo.
S. M. Samuels.....	Specialist.....	Seattle, Wash.....	Portland to Seattle.