



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. 15

Effective Sunday,
November 28, 1937

At 12:01 A. M. Pacific Time



FOR EMPLOYEES ONLY

Printed by JAMES, KERNS & ABBOTT CO., Portland, Oregon, U. S. A.

WESTWARD FIRST 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
	255	257	1	17	25	
	Time Freight	Freight	1 STREAMLINER PASSENGER SEE ★ NOTE BELOW	Passenger	Passenger	
	Daily	Daily		Daily	Daily	
WFTYOP	4.15AM	12.30AM	11.32PM	6.10PM	9.45AM	0.0
3,712 P	4.30	12.43	11.41	6.19	9.55	4.8
3,749 P	4.40	12.53	11.48	6.23	10.00	8.8
3,711 WP	4.55	1.03	11.53PM	6.28	10.06	12.2
3,712 P	5.07	1.13	12.02AM	6.36	10.14	17.1
WB 3,707 EB 3,708 WYP	5.15	1.23	12.06	6.42	10.20	20.8
3,712 P	5.25	1.31	12.11	6.47	10.25	24.2
3,712 P	5.35	1.43	12.18	6.55	10.33	27.7
3,716 (W.M.P.) 359.4 P	5.45	1.55	12.25	7.02	10.39	30.8
WB 3,725 EB 3,112 WFYP	5.55	2.05	12.32	7.11	10.44	34.0
3,964 YP	6.05	2.20	12.37	7.17	10.51	37.6
3,240 P	6.18	2.30	12.44	7.24	10.58	41.9
WB 9,021 EB 3,122 WFYOP	6.30	2.45	12.52	7.35	11.11	47.7
3,729 P	6.38	2.54	12.57	7.44	11.17	52.2
3,324 P	6.56	3.04	1.02	7.54	11.25	58.1
3,696 P	7.12	3.15	1.06	8.05	11.32	62.8
WB 4,047 EB 3,710 WP	7.22	3.25	1.10	8.12	11.39	67.4
3,706 P	7.30	3.35	1.13	8.17	11.43	70.4
3,719 P	7.40	3.50	1.17	8.23	11.49	74.1
WB 3,708 EB 3,733 WFYP	7.49	4.05	1.21	8.28	11.54	76.9
4,029 P	8.00	4.20	1.28	8.34	11.59AM	80.9
3,714 P	8.10	4.35	1.34	8.40	12.06PM	84.2
3,504 WYP	8.20	4.50	1.40	8.45	12.11	87.1
3,817 P	8.30	5.00	1.43	8.50	12.19	90.7
3,713 P	8.40	5.10	1.46	8.55	12.24	94.5
WFTYOP	A 9.00AM	A 5.30AM	A 1.53AM	A 9.05PM	A 12.34PM	99.5

W. B.—Westward Siding.	(4.45)	(5.00)	(2.21)	(2.55)	(2.40) Thru Time
E. B.—Eastward Siding.	20.9	19.9	42.3	34.1	35.3 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.

FIRST SUBDIVISION EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	Distance from Portland	FIRST CLASS			SECOND CLASS	
		18	44	2	258	260
		Passenger	Mixed	STREAMLINER PASSENGER	Freight	Time Freight
WFTYOP	389.4	A 8.45AM	A 7.25PM	A 12.23AM	A 5.30PM	A 6.30AM
3,712 P	384.6	8.30	7.07	12.12	5.15	5.50
3,749 P	380.8	8.23	7.00	12.07	5.05	5.25
3,711 WP	377.2	8.17	6.54	12.01AM	4.55	4.55
3,712 P	372.8	8.10	6.47	11.52PM	4.42	4.00
WB 3,707 EB 3,708 WYP	368.8	8.05	6.42	11.47	4.34	3.30
3,712 P	365.2	7.59	6.34	11.42	4.26	2.50
3,712 P	361.7	7.52	6.27	11.36	4.16	2.20
3,716 P	358.6	7.45	6.20	11.30	4.08	1.55
WB 3,725 EB 3,112 WFYP	355.4	7.38	6.13	11.23	3.48	1.35
3,964 YP	351.8	7.32	6.07	11.17	3.35	12.37AM
3,240 P	347.5	7.24	5.59	11.10	3.20	11.55PM
WB 9,021 EB 3,122 WFYOP	341.7	7.15	5.50	11.03	3.07	11.30
3,729 P	337.2	7.03	5.37	10.58	3.00	10.58
3,324 P	331.3	6.56	5.29	10.54	2.52	10.20
3,696 P	326.6	6.50	5.22	10.50	2.45	10.05
WB 4,047 EB 3,710 WP	322.0	6.44	5.15	10.46	2.36	9.50
3,706 P	319.0	6.40	5.10	10.43	2.27	9.40
3,719 P	315.8	6.35	5.05	10.36	2.17	9.25
WB 3,708 EB 3,733 WFYP	312.5	6.31	5.00	10.32	2.10	9.15
4,029 P	308.5	6.24	4.53	10.26	1.53	8.55
3,714 P	305.2	6.17	4.48	10.19	1.43	8.40
3,504 WYP	302.3	6.11	4.43	10.14	1.30	8.10
3,817 P	298.7	6.06	4.38	10.11	1.14	7.55
3,713 P	294.9	6.01	4.33	10.08	12.57	7.45
WFTYOP	289.9	5.55AM	4.25PM	10.02PM	12.45PM	7.30PM
		Daily	Daily	SEE ★ NOTE BELOW	Daily	Daily

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 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. 18 will stop on flag at any station for revenue passengers when destined Cheyenne and beyond.

WESTWARD		SECOND SUBDIVISION						Distance from Huntington
SECOND CLASS		FIRST CLASS				1 STREAMLINER PASSENGER		
255 Time Freight	257 Freight	62 Passenger	17 Passenger	25 Passenger	SEE ★ NOTE BELOW			
Daily	Daily	Daily	Daily	Daily				
WFTYOP	10:00AM	6:00AM		9:15PM	12:40PM	1:53AM	99.5	
3,707 P	10:10	6:10		9:22	12:47	2:00	103.6	
WB 3,694 EB 3,694 WYP	10:20	6:20		9:28	12:53	2:05	107.5	
3,691 P	10:30	6:30		9:38	1:01	2:13	111.2	
3,715 P	10:40	6:40		9:43	1:07	2:19	113.5	
3,985 (W M.P., 275.1) P	10:50	6:50		9:49	1:13	2:25	115.6	
	10:55	6:55		9:53	1:17	2:29	117.5	
C 3,702 WFYP	11:10	7:10		9:55	1:19	2:32	118.4	
P	11:20	7:20		10:00	1:24	2:37	121.3	
WB 5,317 EB 3,702 WP	11:40	7:42		10:06	1:30	2:43	124.5	
3,702 P	11:53AM	7:55		10:14	1:38	2:52	128.8	
4,250 WP	12:13PM	8:15		10:20	1:44	2:58	132.0	
4,483 WP	12:25	8:32		10:26	1:49	3:04	135.7	
3,731 P	12:30	8:40		10:30	1:52	3:08	137.9	
WB 3,734 EB 3,718 WYP	12:40	8:50		10:35	1:57	3:13	141.3	
3,713 P	12:48	8:58		10:40	2:01	3:18	144.2	
3,697 P	12:54	9:05		10:45	2:06	3:22	147.3	
5,271 P	12:59	9:11		10:50	2:10	3:26	150.0	
WB 3,718 EB 4,397 WYP	1:04	9:15		10:55	2:15	3:30	152.4	
4,900 P	1:09	9:21		11:00	2:22	3:34	155.0	
3,695 P	1:14	9:26		11:05	2:26	3:37	157.4	
4,908 P	1:18	9:30		11:09	2:30	3:40	160.0	
3,700 WP	1:30	9:35		11:13	2:35	3:44	162.4	
3,713 P	1:35	9:39		11:17	2:39	3:46	164.8	
3,710 P	1:42	9:45		11:23	2:44	3:51	168.6	
4,924 P	2:00	9:50		11:26	2:47	3:53	170.8	
3,522 WYOP	2:10	10:00	12:13AM	11:35	2:55	3:58	173.8	
WFTP	A 2:25PM	A 10:15AM	A 12:23AM	A 12:06AM	A 3:10PM	A 4:03AM	177.5	

W. B.—Westward Siding.	(4.25)	(4.15)	(0.10)	(2.41)	(2.30)	(2.10) Thru Time
E. B.—Eastward Siding.	17.7	18.2	22.2	29.1	31.2	36.0 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.

		SECOND SUBDIVISION				EASTWARD	
		FIRST CLASS		SECOND CLASS			
		18 Passenger	61 Passenger	44 Mixed	2 STREAMLINER PASSENGER	258 Freight	260 Time Freight
		Daily	Daily	Daily	SEE ★ NOTE BELOW	Daily	Daily
WFTYOP	DN-R LA GRANDE	A 5:45AM		A 4:15PM	A 10:02PM	A 12:15PM	A 6:30PM
3,707 P	PERRY	5:33		4:01	9:52	12:02PM	6:10
WB 3,694 EB 3,694 WYP	D HILGARD	5:26		3:54	9:45	11:55AM	6:00
3,691 P	GLOVER	5:18		3:47	9:38	11:45	5:48
3,715 P	MOTANIC	5:13		3:42	9:33	11:28	5:28
3,985 (W M.P., 275.1) P	BODIE	5:09		3:38	9:29	11:22	5:15
	NORDEEN	5:05		3:34	9:25	11:16	4:55
C 3,702 WFYP	DN KAMELA	5:02		3:32	9:23	11:13	4:50
P	ROSS	4:55		3:25	9:17	10:58	4:30
WB 5,317 EB 3,702 WP	DN MEACHAM	4:49		3:19	9:12	10:48	4:15
3,702 P	PORTER	4:39		3:09	9:02	10:28	3:55
4,250 WP	HURON	4:32		3:02	8:53	10:12	3:35
4,483 WP	CAMP	4:26		2:56	8:47	10:02	3:25
3,731 FP	NORTH FORK	4:22		2:52	8:43	9:54	3:05
WB 3,734 EB 3,718 WYP	DN DUNCAN	4:17		2:46	8:38	9:46	2:46
3,713 P	SLOAN	4:13		2:40	8:33	9:40	2:23
3,697 P	CONWAY	4:08		2:35	8:28	9:34	2:17
5,271 P	BONIFER	4:04		2:31	8:23	9:28	2:10
WB 3,718 EB 4,397 WYP	D GIBBON	4:00		2:27	8:20	9:15	1:50
4,900 P	TUMIA	3:56		2:22	8:17	9:04	1:38
3,695 P	THORN HOLLOW	3:53		2:19	8:14	8:56	1:29
4,908 P	HOMLY	3:49		2:15	8:10	8:48	1:18
3,700 WP	CAYUSE	3:44		2:11	8:06	8:40	1:00
3,713 P	MINTHORN	3:41		2:08	8:04	8:33	12:54
3,710 P	MISSION	3:37		2:03	8:00	8:25	12:44
4,924 P	MUNRA	3:34		2:00	7:56	8:20	12:38
3,522 WYOP	DN PENDLETON	3:30		1:55	7:51	8:12	12:23
WFTP	DN-R RIETH	3:05	A 3:10AM	1:45	7:45PM	8:00AM	12:05PM
	(78.0)	Daily	Daily	Daily	SEE ★ NOTE BELOW	Daily	Daily

W. B.—Westward Siding.	Thru Time.....	(2.50)	(0.10)	(2.45)	(2.17)	(4.15)	(6.25)
E. B.—Eastward Siding.	Average Speed per Hour.....	27.5	22.2	23.4	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.

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. 15 November 28, 1937	STATIONS
	315	313	329	259	251	255	11	25	1	62	17			
	Time Freight	Time Freight	Mixed	Time Freight	Time Freight	Time Freight	Passenger	Passenger	STREAMLINER PASSENGER	Passenger	Passenger			
	315	313	329	259	251	255	11	25	1	62	17			
	Time Freight	Time Freight	Mixed	Time Freight	Time Freight	Time Freight	Passenger	Passenger	STREAMLINER PASSENGER	Passenger	Passenger			
	Saturday	Daily Ex. Sat. and Mon.	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	SEE NOTE BELOW	Daily	Daily			
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	
4,699 P				2:58		5:07		3:15	4:07	12:29	12:11	181.1	BARNHART	
4,727 P				3:06		5:15		3:21	4:12	12:34	12:17	186.0	CAMPBELL	
650												187.8	YOAKUM	
4,716 P				3:12		5:23		3:27	4:17	12:39	12:24	190.9	NOLIN	
4,698 WP				3:20		5:33		3:35	4:24	12:47	12:32	197.4	DN ECHO Hi	
4,706 P				3:25		5:39		3:40	4:27	12:54	12:37	200.7	STANFIELD Nd	
P				3:32		5:46		3:45	4:31	1:00	12:43	205.3	DN HINKLE Uk	
P				3:32						1:00		205.3	DN HINKLE Uk	
4,703 P				3:40						1:08		209.3	D HERMISTON Mn	
WFTYP				4:00 PM	12:01 PM					1:20 AM		215.8	DN-R UMATILLA Cs	
3,110 P					12:15							220.0	BAILEY	
3,200 P					12:25							223.2	IRRIGON	
3,200 P					12:35							226.9	JUDSON	
4,980 WFYP					12:50							233.2	DN MESSNER Fc	
4,930 P					VIA UMATILLA	5:52						208.7	WESTLAND	
4,901 WP					VIA UMATILLA	6:00						213.6	MUNLEY	
4,905 P					VIA UMATILLA	6:09						219.4	CLARKE	
4,980 WFYP					VIA UMATILLA	12:50	6:16	2:50	4:07	4:46	1:05	223.9	DN MESSNER Fc	
650					VIA UMATILLA	12:55	6:19	2:53	4:10	4:48	1:07	225.7	D BOARDMAN Bd	
4,900 P					VIA UMATILLA	1:05	6:21	2:56	4:12	4:49	1:18	227.6	PETERS	
4,904 P					VIA UMATILLA	1:33	6:49	3:00	4:16	4:52	1:23	231.4	CASTLE	
5,190 P					VIA UMATILLA	1:50	7:04	3:06	4:22	4:57	1:37	237.2	BOULDER	
824 TP					VIA UMATILLA	11:45 PM	1:58	7:13	3:11	4:27	5:00	241.2	N HEPPNER JCT. Wi	
5,001 P					VIA UMATILLA	11:50	2:02	7:18	3:13	4:29	5:02	242.7	WILLOWS	
4,924 P					VIA UMATILLA	11:58 PM	2:10	7:28	3:18	4:34	5:06	247.1	SILICA	
WB 6,296 EB 5,906 WTP					VIA UMATILLA	A12:05 AM	2:30	7:48	3:26	4:44	5:11	251.7	DN ARLINGTON Mx	
4,940 P					VIA UMATILLA		2:45	7:56	3:31	4:50	5:16	255.4	GILMORE	
4,946 WP					VIA UMATILLA		3:02	8:06	3:37	4:56	5:19	259.9	BLALOCK	
4,917 P					VIA UMATILLA		3:12	8:13	3:42	5:01	5:22	263.9	RAMSAY	
4,892 P					VIA UMATILLA		3:17	8:17	3:45	5:04	5:24	266.3	QUINTON	
5,000 P					VIA UMATILLA		3:27	8:25	3:50	5:09	5:28	270.6	HOOK	
4,947 P					VIA UMATILLA		3:34	8:33	3:55	5:14	5:32	274.6	GOFF	
5,165 WP					VIA UMATILLA		3:42	8:39	3:58	5:17	5:35	277.4	DAY	
5,000 P					VIA UMATILLA		3:50	8:45	4:01	5:20	5:37	280.1	RUFUS	
4,926 P					VIA UMATILLA		3:57	8:55	4:04	5:23	5:39	282.7	GRANT	
6,658 YP					VIA UMATILLA		4:05	9:10	4:09	5:29	5:42	285.0	DN BIGGS Bx	
2,750					VIA UMATILLA		4:15	9:20	4:14	5:34	5:46	289.2	MILLER	
2,625					VIA UMATILLA		4:25	9:35	4:19	5:39	5:50	293.1	CELLO	
Spur	9:45 PM	3:45 AM			VIA UMATILLA		4:30	9:40	4:21	5:41	5:51	294.3	N OREGON TRUNK JCT. Vo	
3,678	9:55	3:55			VIA UMATILLA		4:42	10:00	4:26	5:46	5:54	297.8	DILLON	
Spur	10:05	4:05			VIA UMATILLA		4:50	10:30	4:32	5:52	5:58	301.8	DUNE	
WFTOP	A 10:15 PM	A 4:16 AM			VIA UMATILLA		A 5:00 PM	A 11:00 PM	A 4:40 AM	A 6:00 PM	A 6:05 AM	305.3	DN-R THE DALLES Dk-Wb	

W.B.—Westward Siding.	(0.30)	(0.30)	(0.20)	(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. 15 November 28, 1937	STATIONS
	44	2	12	18	61	252	260	330	314	312			
	Mixed	STREAMLINER PASSENGER	Passenger	Passenger	Passenger	Time Freight	Time Freight	Mixed	Time Freight	Time Freight			
	44	2	12	18	61	252	260	330	314	312			
	Mixed	STREAMLINER PASSENGER	Passenger	Passenger	Passenger	Time Freight	Time Freight	Mixed	Time Freight	Time Freight			
	44	2	12	18	61	252	260	330	314	312			
WFTP													
4,699 P													
4,727 P													
650													
4,716 P													
4,698 WP													
4,706 P													
P													
4,703 P													
WFTYP													
3,110 P													
3,200 P													
3,200 P													
4,980 WFYP													
4,930 P													
4,901 WP													
4,905 P													
4,980 WFYP													
650													
4,900 P													
4,904 P													
5,190 P													
824 TP													
5,001 P													
4,924 P													
WB 6,296 EB 5,906 WTP													
4,940 P													
4,946 WP													
4,917 P													
4,892 P													
5,000 P													
4,947 P													
5,165 WP													
5,000 P													
4,926 P													
6,658 YP													
2,750													
2,625													
Spur													
3,678													
Spur													
WFTOP													

W.B.—Westward Siding.	(3.05)	(2.07)	(2.10)	(2.54)	(1.00)	(4.30)	(2.09)	(0.20)	(0.20)	(0.20)
E.B.—Eastward Siding.	41.4	60.4	45.6	44.1	38.3	21.9	19.1	31.5	33.0	33.0

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

Time-Table No. 15

November 28, 1937

Length of sidings in feet and location of water, fuel, ice, telegraph, tele-phones and tele-grams.	SECOND CLASS				FIRST CLASS				Distance from Huntington	
	690	692	251	255	458	25	1	17		5
	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	STREAMLINER PASSENGER	Passenger		Mail and Express
WFTOP	Daily Except Monday	Daily	Daily	Daily	Daily	Daily	SEE NOTE BELOW	Daily	Daily	305.3
P			7.15 PM	12.30 AM		6.10 PM	6.05 AM	5.05 AM	3.45 AM	307.8
3,309	P		7.25	12.40		6.17	6.09	5.11	3.50	313.4
3,165	P		7.40	12.55		6.24	6.16	5.19	3.58	317.0
3,250	P		7.50	1.05		6.29	6.21	5.25	4.04	320.3
WB 3,629 EB 5,350	WP		8.05	1.15		6.34	6.25	5.31	4.10	326.3
4,040	P		9.00	1.35		6.43	6.33	5.40	4.20	328.3
4,900	P		9.20	2.12		6.51	6.40	5.48	4.28	330.4
4,900	P		9.45	2.25		7.00	6.48	5.57	4.38	336.6
5,110	WP		9.58	2.32		7.05	6.54	6.03	4.43	339.8
4,900	P		10.10	2.39		7.10	6.58	6.08	4.48	342.7
4,900	P		10.33 10.43	2.46		7.16	7.03	6.14	4.55	346.6
5,900	WP		11.15	3.05		7.24	7.10	6.21	5.02	350.8
3,315	P		11.45 PM	3.15		7.30	7.17	6.28	5.09	353.7
3,108	P		12.01 AM	3.21		7.34	7.20	6.32	5.13	355.4
3,479	OP		12.58	3.35		7.41	7.26	6.40	5.20	358.0
4,900	P		1.30	3.45		7.48	7.30	6.46	5.26	359.8
3,080	P		2.00	3.55		7.53	7.33	6.51	5.31	363.1
5,979	WTP		2.30	4.15		7.59	7.36	6.57	5.36	365.5
2,700	P					8.06	7.39	7.02	5.40	367.0
2,720	P					8.15	7.45	7.13	5.49	369.0
1,560	P		VIA KENTON	VIA KENTON		8.22	7.49	7.20	5.55	370.3
1,058						8.28	7.52	7.25	6.00	373.8
3,215	P			3.00	4.25					377.8
3,315	P			3.30	4.35					383.6
3,402				4.00	4.45					389.0
1,415	YP			4.20	4.55					390.2
IP	3.30 AM	12.30 PM								391.5
1,415	IYP	3.37 AM	12.37 PM							390.3
1,415	IYP	3.37 AM	12.37 PM	4.20	4.55					390.3
IP	3.45 AM	12.45 PM	4.30	5.05	9.02					391.7
WFTYOP	A 4.00 AM	A 1.00 PM	A 5.00 AM	A 6.00 AM						394.2
IP					9.13	8.33	7.55	7.30	6.05	388.8
IP										389.1
IP					A 9.20 AM	A 8.40 AM	A 8.00 AM	A 7.35 AM	A 6.10 AM	389.4

STATIONS

DN-R THE DALLES Dk-Wh Double Track

CRATES 2.5

ROWENA 5.6

CHATFIELD 3.6

MOSIER 3.3

HOOD RIVER 6.0

MENO 4.1

LINDSEY 6.2

WYETH 9.2

FARLEY 2.5

CASCADE LOCKS 3.9

BONNEVILLE 4.2

WARRENDALE 2.9

DODSON 1.7

ONEONTA 2.7

MULTNOMAH FALLS 1.8

BRIDAL VEIL 3.3

LATOURELL 2.4

ROOSTER ROCK 1.5

CORBETT 2.0

TAYLOR 1.3

TROUTDALE 8.5

FAIRVIEW 2.4

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 1.2

PENINSULA JCT. 1.2

PENINSULA JCT. 1.5

ST. JOHNS JCT. 2.5

ALBINA Dispr. X 1.0

EAST PORTLAND 0.3

UNITED RY. CROSSING 0.3

PORTLAND P-Vo 0.3

W. B.—Westward Siding	(0.30)	(0.30)	(9.45)	(5.30)	(0.24)	(2.30)	(1.55)	(2.30)	(2.25)	Thru Time
E. B.—Eastward Siding	10.4	10.4	8.6	16.2	17.0	33.6	43.9	33.6	34.8	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

Time-Table No. 15

November 28, 1937

Length of sidings in feet and location of water, fuel, ice, telegraph, tele-phones and tele-grams.	Distance from Portland	FIRST CLASS				SECOND CLASS				
		44	561	2	12	18	252	683	681	691
		Mixed	Passenger	STREAMLINER PASSENGER	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight
WFTOP	84.1	A 10.25 AM		A 5.38 PM	A 11.40 PM	A 11.55 PM	A 3.20 AM			
P	81.6	10.10		5.32	11.33	11.47	3.10			
3,309	P	10.01		5.25	11.25	11.39	2.58			
3,165	P	9.56		5.21	11.19	11.34	2.50			
3,250	P	9.51		5.16	11.14	11.29	2.40			
WB 3,629 EB 5,350	WP	9.41		5.08	11.05	11.20	2.25			
4,040	P	9.29		5.02	10.58	11.08	2.12			
4,900	P	9.21		4.54	10.49	10.59	2.00			
5,110	WP	9.16		4.49	10.43	10.54	1.52			
4,900	P	9.12		4.45	10.39	10.49	1.44			
4,900	P	9.07		4.40	10.33	10.43	1.35			
4,783	WP	8.59		4.33	10.26	10.36	1.25			
3,315	P	8.52		4.27	10.19	10.29	1.12			
3,108	P	8.48		4.24	10.15	10.25	1.06			
3,479	OP	8.42		4.18	10.09	10.19	12.58			
4,900	P	8.37		4.13	10.04	10.14	12.48			
3,050	P	8.33		4.09	10.00	10.10	12.40			
5,979	WTP	8.28		4.05	9.56	10.06	12.25			
2,700	P	8.22		4.02	9.52	10.02				
2,720	P	8.15		3.57	9.46	9.53				
1,560	P	8.11		3.52	9.41	9.47				
1,058		8.07		3.49	9.37	9.42				
3,215	P						12.17			
3,315	P						12.10 AM			
3,402							11.59 PM			
1,415	YP						11.51			
IP	DN NORTH PORTLAND JCT. KD							A 3.05 PM	A 8.30 AM	A 8.30 PM
1,415	IYP			A 8.55 AM				2.55	8.23	8.23
1,415	IYP			8.51				11.51	2.55	8.23
IP	ST. JOHNS JCT.			8.47				11.46	2.50	8.15
WFTYOP	DN-R ALBINA Dispr. X			1.8				11.30 PM	2.30 PM	8.00 AM
IP	EAST PORTLAND			0.8	8.03	8.38	3.47	9.33	9.38	
IP	UNITED RY. CROSSING			0.3						
IP	PORTLAND P-Vo			0.0	8.00 AM	8.35 AM	3.45 PM	9.30 PM	9.35 PM	

W. B.—Westward Siding	Thru Time	(2.25)	(0.20)	(1.53)	(2.10)	(2.20)	(3.50)	(0.35)	(0.30)	(0.30)
E. B.—Eastward Siding	Average Speed per Hour	34.8	20.4	44.7	33.8	36.0	23.2	8.9	10.4	10.4

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. 18 will stop on flag at any station for revenue sleeping car passengers when destined Cheyenne or beyond.

WESTWARD				HEPPNER BRANCH				EASTWARD						
SECOND CLASS				Distance from Heppner	Time-Table No. 15 November 28, 1937				Distance from Heppner Jct.	SECOND CLASS				
		331 Mixed	329 Mixed		STATIONS							330 Mixed		
		Saturday	Daily Except Saturday and Sunday											
2,867	WFY	7:15 PM	9:00 PM	0.0	D-R	HEPPNER	Hr	45.2	A	6:00 AM				
1,029	P	7:35	9:20	8.9		LEXINGTON		36.3	f	5:35				
471		7:50	9:35	14.2		JORDAN		31.0	f	5:20				
1,150	W	8:00	9:55	16.9		IONE	On	28.3	f	5:10				
132		8:15	10:10	20.0		McNAB		25.2	f	5:00				
835		8:25	10:25	25.4		MORGAN		19.8	f	4:48				
263		8:35	10:35	27.5		MORSIL		17.7	f	4:43				
330	W	8:55	10:55	30.7		CECIL		14.5	f	4:33				
158		9:05	11:05	34.3		EWING		10.9	f	4:23				
734		9:15	11:20	38.4		RHEA		6.8	f	4:10				
136				42.2		HARRIETT		3.0						
1,780	TP	9:45 PM	11:45 PM	45.2	N-R	HEPPNER JCT.	Wi	0.0		3:50 AM				
				(2.30) 18.1	(2.45) 16.4	Thru Time.....				(2.10) 20.8	Average Speed per Hour.....			

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

WESTWARD				CONDON BRANCH				EASTWARD							
SECOND CLASS				Distance from Condon	Time-Table No. 15 November 28, 1937				Distance from Arlington	SECOND CLASS					
		307 Mixed	327 Mixed		317 Mixed	STATIONS						328 Mixed			
		Sunday	Daily Except Saturday and Sunday		Saturday										
5,260	WFY	10:00 PM	9:00 PM	7:15 PM	0.0	D-R	CONDON	Cd	44.5	A	6:30 AM				
1,278		10:20	9:21	7:35	8.2		GWENDOLEN		36.3	f	6:00				
1,515		10:35	9:35	7:50	12.2		SPEECE		32.3	f	5:45				
1,533		10:50	9:50	8:05	15.9		CLEM		28.6	f	5:26				
1,515	W	11:10	10:15	8:25	20.1		MIKKALO		24.4	f	5:05				
1,400		11:30	10:35	8:50	24.8		BARNETT		19.7	f	4:45				
662	W	11:50 PM	10:55	9:10	28.5		ROCK CREEK		16.0	f	4:26				
122					30.8		SMYTHE		13.7						
1,504		12:15 AM	11:20 PM	9:35	37.2		SHUTLER		7.3	f	4:00				
6,920	WFTF	12:40 AM	12:01 AM	10:00 PM	44.5	DN-R	ARLINGTON	Mx	0.0		3:35 AM				
				(2.40) 16.7	(3.01) 14.8	(2.45) 16.2	Thru Time.....				(2.55) 15.2	Average Speed per Hour.....			

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

WESTWARD				SHANIKO BRANCH				EASTWARD						
SECOND CLASS				Distance from Shaniko	Time-Table No. 15 November 28, 1937				Distance from Biggs	SECOND CLASS				
		325 Freight	326 Freight		STATIONS							326 Freight		
		Tues., Thurs., Sat.												
3,385	WFY	7:45 AM		0.0	D-R	SHANIKO	Sh	69.7		A	10:30 AM			
345				6.7		KELSEY		63.0						
620		8:20		12.6	f	WILCOX		57.1	f	9:50				
902		8:35		17.2	f	KENT		52.5	f	9:35				
650		8:55		23.9	f	BOURBON		45.8	f	9:25				
1,370	WT	9:15		31.2	D	GRASS VALLEY	Vy	38.5	f	8:55				
Spur		9:35		38.4		ERSKINE		31.3	f	8:20				
2,422		9:55		42.7	D	MORO	Mr	27.0	f	8:00				
334		10:05		45.8		DE MOSS		23.9	f	7:45				
Spur		10:15		49.7		NISH		20.0	f	7:30				
Spur		10:20		50.5		HAY CANYON		19.2		7:25				
Spur		10:30		54.1		SANDON		15.6	f	7:10				
1,010		10:35		55.5		KLONDIKE		14.2	f	7:05				
1,758	W	11:05		60.0	D	WASCO	Wa	9.7	f	6:40				
Spur		11:15		62.6		SINK		7.1	f	6:30				
565		11:20		64.5		THORNBERRY		5.2	f	6:20				
6,656	WFY	11:55 AM		69.7	DN-R	BIGGS	Bx	0.0		6:00 AM				
				(4.10) 16.7	Thru Time.....				(4.30) 15.5	Average Speed per Hour.....				

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. 15 November 28, 1937				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.												
		2:30 PM	7:30 PM	0.0	DN-R	BEND	Nd	150.0		A	5:00 AM	A	7:35 AM		
BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF OREGON TRUNK RAILWAY															
		9:30 PM	3:55 AM	150.0	N	OREGON TRUNK JUNCTION	Vo	0.0		10:20 PM	12:44 AM				
				(7.00) 21.4	(8.25) 17.8	Thru Time.....				(6.40) 22.5	(6.51) 21.9	Average Speed per Hour.....			

BEND BRANCH SHOWN FOR INFORMATION ONLY.

		EASTWARD			FIFTH SUBDIVISION				
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS			Distance from Seattle	Time-Table No. 15		
	690	692	34	458	38		November 28, 1937		
	Time Freight	Time Freight	CMSt.P.&P Passenger (16)	Passenger	CMSt.P.&P Passenger (16)		STATIONS		
	Daily Except Sunday	Daily	Daily	Daily	Daily		DN-R SEATTLE 1.9 Ow		
							G. N. CROSSING 0.0		
							N. P. CROSSING 0.0		
WFITYOP	6.00PM	2.30AM	A 10.38PM	4.28	A 8.24AM	3.1	DN-R ARGO 1.2 G		
							C. M. St. P. & P. & P. C. CROSSING 0.3		
							DN-R BLACK RIVER 0.0 Bi		
1,354	6.15PM	2.45AM				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.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Seattle	Time-Table No. 15			
	8.00PM	3.40AM		5.15PM		November 28, 1937			
	Time Freight	Time Freight		Time Freight		STATIONS			
						DN TACOMA JCT. 0.7 Jn			
						DN RESERVATION 0.1 Rn			
						N. P. CROSSING 0.2			
						N. P. CROSSING 0.2			
						N. P. CROSSING 0.3			
						N. P. CROSSING 0.3			
						N. P. CROSSING 0.3			
						N. P. CROSSING 0.3			
						N. P. CROSSING 0.3			
						N. P. CROSSING 0.3			
						N. P. CROSSING 0.3			
						N. P. CROSSING 0.3			

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

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Seattle	Time-Table No. 15			
	3.30AM	12.30PM		8.56PM		November 28, 1937			
	Time Freight	Time Freight		Time Freight		STATIONS			
						NORTH PORTLAND JCT. 1.2			
						PENINSULA JCT. 1.0			
						ST. JOHNS JCT. 1.5			
						ALBINA 2.5			
						EAST PORTLAND 1.0			
						UNITED RY. CROSSING 0.3			
						PORTLAND 0.3			
						183.2			

Thru Time (10.00) 18.2 (10.30) 17.3 (0.08) 23.2 (5.00) 36.6 (0.09) 20.7 Average Speed per Hour

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		OLYMPIA BRANCH		EASTWARD	
SECOND CLASS		Time-Table No. 15		SECOND CLASS	
321 Freight		November 28, 1937		322 Freight	
Daily		STATIONS		Distance from Olympia	
YP	7.00AM	R	EAST OLYMPIA 1.8 Ma	7.4	A 6.50AM
Spur			KNAUER 5.5	5.6	
			N. P. CROSSING 0.1	0.1	
WFYP	A 7.20AM	D-R	OLYMPIA 0.1 Os	0.0	6.30AM
			(7.4)		Daily

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

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

		FIFTH SUBDIVISION			WESTWARD				
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS		SECOND CLASS			Time-Table No. 15			
	37	561	33	681	683	691	November 28, 1937		
	CMSt.P.&P Passenger (16)	Passenger	CMSt.P.&P Passenger (16)	Time Freight	Time Freight	Time Freight	STATIONS		
							DN-R SEATTLE 1.9 Ow		
							G. N. CROSSING 0.0		
							N. P. CROSSING 0.0		
WFITYOP	7.46AM	2.09	9.35PM	A 4.00PM	A 9.15PM	A 6.00AM	DN-R ARGO 1.2 G		
							C. M. St. P. & P. & P. C. CROSSING 0.3		
							DN-R BLACK RIVER 0.0 Bi		
1,354									
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.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Portland	Time-Table No. 15			
	147.5	1.18PM		2.25PM		8.10PM	4.10AM	November 28, 1937	
	Time Freight	Time Freight		Time Freight		Time Freight	Time Freight	STATIONS	
							DN TACOMA JCT. 0.7 Jn		
							DN RESERVATION 0.1 Rn		
							N. P. CROSSING 0.2		
							N. P. CROSSING 0.2		
							N. P. CROSSING 0.3		
							N. P. CROSSING 0.3		
							N. P. CROSSING 0.3		
							N. P. CROSSING 0.3		
							N. P. CROSSING 0.3		
							N. P. CROSSING 0.3		
							N. P. CROSSING 0.3		

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.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Portland	Time-Table No. 15			
	6.8	8.55AM		8.30AM		2.50PM	8.30PM	November 28, 1937	
	Time Freight	Time Freight		Time Freight		Time Freight	Time Freight	STATIONS	
							NORTH PORTLAND JCT. 1.2		
							PENINSULA JCT. 1.0		
							ST. JOHNS JCT. 1.5		
							ALBINA 2.5		
							EAST PORTLAND 1.0		
							UNITED RY. CROSSING 0.3		
							PORTLAND 0.3		
							183.2		

Thru Time (0.14) 13.2 (5.45) 31.9 (0.10) 18.6 (8.00) 22.7 (6.45) 26.4 (10.00) 18.2 Average Speed per Hour

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		WESTWARD		PRIMO BRANCH		EASTWARD	
SECOND CLASS		Time-Table No. 15		SECOND CLASS		SECOND CLASS		Time-Table No. 15		SECOND CLASS	
322 Freight		November 28, 1937		322 Freight		Distance from Tono		November 28, 1937		Distance from Cosmopolis	
Daily		STATIONS		Distance from Olympia		Distance from Centralia		STATIONS		Distance from Cosmopolis	
WFOP	0.0	R	TONO 5.8	8.0					VESTA 1.4	15.9	
			WABASH 2.2	2.2					PRIMO 2.9	14.5	
									MIDSON 1.2	11.6	
									TARLTON 2.4	10.4	
									LYLE SPUR 0.7	8.0	
									ARCTIC 2.1	7.8	
									BRIDGES 5.2	5.2	
									COSMOPOLIS 5.2	0.0	
									(15.9)		

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

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

WESTWARD

GRAYS HARBOR BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS	Distance from Centralia	Time-Table No. 15 November 28, 1937	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.		
	Daily Except Monday		Daily Except Sunday										
WFTYOP			1.45AM	3.15AM	0.0	DN-R	CENTRALIA 2.4	Cn	57.5	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	0.0	55.1			
				2.4	N. P. CROSSING	55.1			
				2.4	0.0	55.1			
				2.4	C. M. ST. P. & P. CROSSING	55.1			
1,359	P		2.05	f 3.33	2.8	52.5	f 1.23	11.45	7.05
					GALVIN	52.5			
2,285	P	2.43AM	2.25	f 3.48	2.8	45.3	f 1.05	11.20	6.45
					R HELSING JUNCTION	45.3			A 8.00PM
2,680	WP	2.55	2.30	s 3.55	1.5	43.8	s 1.00	11.10	6.35
					N INDEPENDENCE	43.8			7.52
1,129	P	3.10	2.40	f 4.05	4.6	39.2	f 12.44	10.50	6.15
					BALCH	39.2			7.40
Spur					1.9	37.3			
					SPRUCETON	37.3			
2,718	P	3.25	2.50	f 4.12	2.0	35.3	f 12.36	10.35	6.05
					CEDARVILLE	35.3			7.30
2,687	P	3.35	3.00	f 4.19	4.1	31.2	f 12.26	10.25	5.55
					LANKNER	31.2			7.20
738		3.42	3.10	f 4.24	1.9	28.6	12.20	10.20	5.50
					RONY	28.6			7.15
2,353	P	3.48	3.17	f 4.29	0.7	26.7	f 12.15	10.15	5.45
					SAGINAW	26.7			7.10
I					1.0	26.0			
					SCHAFFER BROS. CROSSING	26.0			
Spur	WP	3.55	3.25	f 4.34	3.5	25.0	f 12.10	10.10	5.40
					SOUTH ELMA	25.0			7.05
1,747	P	4.05	3.35	f 4.44	0.3	21.5	f 12.02AM	10.00	5.30
					FULLER	21.5			6.50
2,744	Y	4.30	3.55	f 4.59	0.3	15.2	f 11.50PM	9.45	5.15
					D SOUTH MONTESANO	15.2			6.30
					1.5	15.2			
					D SOUTH MONTESANO	15.2			
					1.5	15.2			
					1.5	10.7			
2,744	Y	4.30	3.55	f 4.59	1.5	15.2	f 11.50	9.45	5.15
					D SOUTH MONTESANO	15.2			6.30
1,523	P	4.36	4.00	f 5.04	2.9	13.7	f 11.45	9.25	4.55
					MELBOURNE	13.7			6.14
1,751		4.45	4.08	f 5.10	2.9	10.8	f 11.35	9.15	4.45
					PREACHER'S SLOUGH	10.8			5.50
1,294					2.1	8.7			
					BLUE SLOUGH	8.7			
6,107	WYOP	5.00	4.20	s 5.25	2.4	6.3	s 11.25	9.00	4.30
					COSMOPOLIS	6.3			5.35
					2.1	4.2			
					N. P. CROSSING	4.2			
4,135	WYOP	5.15AM	4.40AM	s 5.45AM	0.6	3.6	s 11.15PM	8.50PM	4.20PM
					DN-R	3.6			5.20PM
					ABERDEEN	3.6			
					3.6				

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	57.5	DN-R	HOQUIAM	Ho	0.0	11.00PM	8.30PM	4.00PM	5.00PM
						(57.5)			Daily	Daily Ex. Sat. and Sun.	Saturday	Daily Except Sunday
	(3.02) 14.9	(3.15) 17.6	(2.45) 20.9			Thru Time			(2.45) 20.9	(3.35) 16.1	(3.40) 15.7	(3.00) 15.1
						Average Speed per Hour						

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.

Time Inspectors are located as shown below:

The Ball Railroad Time Service, Chicago, Ill.
 B. 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
 Portland..... Weisfield & Goldberg
 Portland..... N. L. Nielson
 Portland..... W. L. Young

Portland..... Dillon Rogers
 Centralia..... C. R. Ahern
 Tacoma..... Weisfield & Goldberg
 Seattle..... Weisfield & Goldberg
 Heppner..... J. O. Peterson
 Hoquiam..... F. W. Straub
 Aberdeen..... S. J. Stieglitz
 Olympia..... Talbott Bros., Inc.

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
 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
 Riggs..... Telegraph Office

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 R. 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.
R. M. Fouch	Surgeon	Huntington, Ore.	Baker to Huntington.
C. G. Patterson	Surgeon	Baker, Ore.	La Grande to Huntington.
Ralph W. Isaac	Surgeon	Wallowa, Ore.	Elgin to Enterprise.
C. T. Hockett	Surgeon	Enterprise, Ore.	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 Jet. 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. Poloy	Surgeon	Moro, Ore.	Biggs to Shaniko.
J. C. Vandervort	Surgeon	Bend, Ore.	Ainsworth to Bend.
Ruter, Thompson, Coberth, Griffith & Taylor	Surgeons	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.
H. C. Watkins	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.
F. R. Underwood	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

G. L. WHIPPLE, General Superintendent Transportation

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

First and Second Subdivisions and Branches

B. B. JOHNSON, Chief Train Dispatcher..... La Grande, Ore.
 J. B. McLaughlin, 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.
 D. B. Lavefer, 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.
 W. W. Smith, Train Dispatcher..... Portland, Ore.
 L. L. Rudd, Train Dispatcher..... Portland, Ore.