



*Shigh 3060*  
*Mrs. E. B. Henry*  
*1205 Chelton Ave. R.*  
*A. E. B. 826 Brookline Blvd. B.*

**UNION PACIFIC RAILROAD COMPANY**  
**Northwestern District**

63.1  
2.2  
126.2  
126.2  
138.8 2

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**

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### CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS							FIRST CLASS							Distance from Huntington	Time- Table No. 17 September 2, 1938
683	691	681	251	255	259	257	401	561	11	62	1	17	5		
Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Freight	Passenger	Passenger	Passenger	Passenger	STRAHLINER PASSENGER	Passenger	Mail and Express	Passenger	
Saturday	Daily Except Saturday	Daily Except Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	SEE ★ NOTE BELOW	Daily	Daily	Daily	
				4.15AM 10.00AM		12.30AM 6.00AM					11.32PM 1.53AM	6.10PM 9.15PM		9.45AM 12.38PM	
				6.00PM	2.45PM	10.15AM				12.13AM 12.23AM	3.58AM 4.08AM	11.56PM 12.06AM		3.00PM 3.10PM	
			10.10PM 2.05AM							9.45PM 11.59PM				400.3 296.4	
			7.30AM							1.25AM 2.25AM	11.20AM			243.1 215.8	
			12.01PM 7.15PM		4.40PM				4.40AM		6.05AM 8.00AM	6.05AM 7.35AM	3.45AM 6.10AM	6.05PM 8.40PM	
							11.30PM	8.35AM							389.4 394.2
2.30PM	8.00PM	8.00AM	8.00AM	8.00AM			3.10AM	11.81AM							480.6
6.05PM	1.01AM	12.01PM					5.25AM	1.09PM							534.6
8.00PM	4.00AM	2.15PM													569.6
9.15PM	8.00AM	4.00PM													572.7

(6.45) (10.00) (8.00) (30.50) (25.45) (1.15) (9.45) (7.15) (5.45) (6.55) (1.07) (8.28) (13.25) (2.25) (10.55) ..... Thru Time  
Average Speed per Hour 25.3 31.8 41.0 34.3 46.0 29.0 34.8 35.7

\*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.

### CONDENSED TIME-TABLE

EASTWARD

Time- Table No. 17 September 2, 1938	Distance from Portland	FIRST CLASS						SECOND CLASS					
		44	2	12	18	61	458	402	258	260	252	692	690
STATIONS		Mixed	STRAHLINER PASSENGER	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Time Freight	Time Freight	Time Freight	Time Freight
		HUNTINGTON	389.4	A7.25PM	A3.08AM		A8.45AM			A5.30PM	A6.30AM		
LA GRANDE	289.9	4.25PM	12.47AM		5.56AM			12.45PM	7.30PM				
PENDLETON	215.6	1.55PM	10.36PM		3.30AM	A3.20AM							
RIETH	211.9	1.35PM	10.30PM		2.55AM	3.10AM		8.00AM	12.05PM				
SPOKANE	367.5			A7.00AM						A1.30AM			
AYER	263.6			4.20AM						7.50PM			
WALLULA	210.3			3.10AM						5.30PM			
UMATILLA	183.0			2.10AM		2.10AM		9.30AM	4.00PM	4.00PM			
THE DALLES	84.2	10.30AM	8.23PM	11.45PM	12.01AM					4.50AM			
PORTLAND	0.0	8.00AM	6.30PM	9.30PM	9.35PM			A9.20PM	A6.30AM				
ALBINA	1.6												
CENTRALIA	91.1							6.40PM	2.53AM		11.45PM	A1.00PM	
TACOMA	145.1							5.30PM	1.00AM		4.00AM	A3.45AM	
ARGO	180.1										2.30AM	6.00PM	
SEATTLE	183.2							4.20PM	11.30PM			Daily Except Sunday	

Thru Time..... (11.25) (8.38) (9.30) (11.10) (1.10) (5.00) (7.00) (9.30) (21.00) (25.45) (10.30) (9.45)  
Average Speed per Hour 34.1 45.1 38.6 34.9 36.0 36.6 26.2

\*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.

WESTWARD

JOSEPH BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	FIRST CLASS		Distance from Joseph	Time-Table No. 17 September 2, 1938		Distance from La Grande	FIRST CLASS	
		305 Mixed						304 Mixed
		Daily		STATIONS				
1,504 WFY		11.30AM	0.0	D-R JOSEPH J	83.8	A10.15AM		
1,672		12.30PM	5.8	D ENTERPRISE Re	78.0	10.00		
2,000		12.53	16.0	D LOSTINE Ns	67.8	9.17		
1,448 WY		1.10	23.8	D WALLOWA Wo	60.0	9.00		
1,202		1.22	29.7	WADE	54.1	8.40		
763 {W M.P. 49.0}		1.42	36.7	MINAM	47.1	8.20		
Spur		1.58	43.2	VINCENT	40.6	8.04		
502			46.6	RONDOWA	37.2			
2,098 {W M.P. 32.6}		2.15	50.0	LOOKING GLASS	33.8	7.47		
1,078		2.37	58.7	GULLING	25.1	7.25		
1,534 WY		2.50	62.9	D ELGIN Gn	20.9	7.15		
1,294		3.15	71.5	D IMBLER Br	12.3	6.47		
1,125		3.25	75.4	ALICEL	8.4	6.37		
480			77.9	CONLEY	5.9			
715		3.40	81.2	ISLAND CITY	2.6	6.25		
WFTYOP		4.00PM	83.8	DN-R LA GRANDE Dispr Q Ra	0.0	6.15AM		

(4.30) ..... Thru Time..... (4.00)  
18.6 ..... Average Speed per Hour..... 20.9

Eastward 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.

MILEAGE

OREGON DIVISION		WASHINGTON DIVISION		GRAND TOTAL	
Main Line.....	619.09	Main Line.....	183.64	Main Line.....	802.73
Branches.....	361.42	Branches.....	675.37	Branches.....	1036.79
Total.....	980.51	Total.....	859.01	Total.....	1839.52

WESTWARD

PILOT ROCK BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	Distance from Rieth	Time-Table No. 17 September 2, 1938		Distance from Pilot Rock
		STATIONS		
WFTP	0.0	DN-R RIETH N	14.9	
Spur	2.8	McBEE	12.1	
1,198	6.7	SPARKS	8.2	
Spur	11.2	LENS	3.7	
1,004 WT	14.9	D PILOT ROCK Ro	0.0	

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30'	120.	51'	70.6	1' 12"	50.
31'	116.1	52'	69.2	1' 15"	48.
32'	112.5	53'	67.9	1' 20"	45.
33'	109.1	54'	66.6	1' 25"	42.3
34'	105.9	55'	65.4	1' 30"	40.
35'	102.9	56'	64.2	1' 35"	37.9
36'	100.	57'	63.1	1' 40"	36.
37'	97.3	58'	62.	1' 45"	34.3
38'	94.7	59'	61.	1' 50"	32.7
39'	92.3	1'	60.	1' 55"	31.3
40'	90.	1' 1"	59.	2'	30.
41'	87.8	1' 2"	58.	2' 15"	26.6
42'	85.7	1' 3"	57.1	2' 30"	24.
43'	83.7	1' 4"	56.2	2' 45"	21.8
44'	81.8	1' 5"	55.3	3'	20.
45'	80.	1' 6"	54.5	3' 30"	17.1
46'	78.3	1' 7"	53.7	4'	15.
47'	76.6	1' 8"	52.9	5'	12.
48'	75.	1' 9"	52.1	6'	10.
49'	73.5	1' 10"	51.4	7'	8.6
50'	72.	1' 11"	50.7	8'	7.5
				10'	6.

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



WESTWARD		FIRST SUBDIVISION						Distance from Huntington
SECOND CLASS		FIRST CLASS				SEE ★ NOTE BELOW		
Time Freight	257 Freight	1 STREAMLINER PASSENGER	17 Passenger	25 Passenger	Daily		Daily	
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		78.9	
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						Distance from Portland
SECOND CLASS		FIRST CLASS				SEE ★ NOTE BELOW		
Time Freight	258 Freight	18 Passenger	44 Mixed	2 STREAMLINER PASSENGER	Daily		Daily	
WFTYOP	5.30PM	6.30AM	8.45AM	7.25PM	3.08AM		389.4	
3,636 P	5.15	6.50	8.30	7.07	2.57		384.6	
3,671 P	5.05	6.25	8.23	7.00	2.52		380.8	
3,606 WP	4.55	4.55	8.17	6.54	2.46		377.2	
3,535 P	4.42	4.00	8.10	6.47	2.37		372.3	
WB 3,617 EB 3,564 WYP	4.34	3.30	8.05	6.42	2.32		368.8	
3,560 P	4.26	3.15	7.59	6.34	2.27		365.2	
3,633 P	4.16	2.55	7.52	6.27	2.21		361.7	
3,720 P	4.08	2.45	7.45	6.20	2.15		358.6	
WB 3,651 EB 3,950 WFYP	3.48	2.08	7.38	6.13	2.08		355.4	
3,668 YP	3.35	12.37AM	7.32	6.07	2.02		351.8	
4,108 P	3.20	11.55PM	7.24	5.59	1.55		347.5	
WB 9,083 EB 2,971 WFYOP	3.07	11.30	7.15	5.50	1.48		341.7	
3,629 P	3.00	10.58	7.03	5.37	1.43		337.2	
3,350 P	2.52	10.20	6.58	5.29	1.39		331.8	
3,600 P	2.45	10.05	6.50	5.22	1.35		326.6	
WB 3,995 EB 3,634 WP	2.36	9.50	6.44	5.15	1.31		322.0	
3,624 P	2.27	9.40	6.40	5.10	1.28		319.0	
3,526 P	2.17	9.25	6.35	5.05	1.21		315.3	
WB 3,521 EB 3,638 WFYP	2.10	9.15	6.31	5.00	1.17		312.5	
3,914 P	1.53	8.55	6.24	4.53	1.11		308.5	
3,576 P	1.43	8.40	6.17	4.48	1.04		305.2	
3,474 WYP	1.30	8.10	6.11	4.43	12.59		302.3	
3,650 P	1.14	7.55	6.06	4.38	12.56		298.7	
3,528 P	12.57	7.45	6.01	4.33	12.53		294.9	
WFTYOP	12.45PM	7.30PM	5.55AM	4.25PM	12.47AM		289.9	

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

*88.51.9*  
*4.35.4*  
*32*  
*34*  
*32*



WESTWARD		SECOND SUBDIVISION						Distance from Huntington	Time-Table No. 17 September 2, 1938	
SECOND CLASS		FIRST CLASS				Distance from Huntington	STATIONS			
255 Time Freight	257 Freight	62 Passenger	17 Passenger	25 Passenger	1 STREAMLINER PASSENGER		DN-R		LA GRANDE	
WFTYOP	10.00A	6.00AM	1.00A	9.16PM	12.38PM	1.53AM	99.5	DN-R	LA GRANDE	
3,634 P	10.10	6.10	1.06	9.22	12.46	2.00	103.6		PERRY	
WB 3,661 EB 3,669 WYP	10.18	6.20	1.11	9.28	12.52	2.05	107.5	D	HILGARD	
3,645 P		6.30		9.38	1.00	2.13	111.2		GLOVER	
3,559 P		6.40		9.43	1.05	2.19	113.5		MOTANIC	
3,909 {W.M.P. 275.1} P		6.50		9.49	1.09	2.25	115.6		BODIE	
		6.55		9.53	1.12	2.29	117.5		NORDEEN	
C 3,516 WFYP	11.10	7.10		9.55	1.16	2.32	118.4	DN	KAMELA	
		7.20		10.00	1.21	2.37	121.3		ROSS	
WB 5,250 EB 3,680 WP	11.40	7.42		10.06	1.27	2.43	124.5	DN	MEACHAM	
3,657 P		7.55		10.14	1.35	2.52	128.8		PORTER	
4,188 WP	12.13PM	8.15		10.20	1.41	2.58	132.0		HURON	
4,417 WP	10.40	8.32	1.25	10.26	1.46	3.04	135.7		CAMP	
3,661 P	10.44	8.40	1.28	10.30	1.49	3.08	137.9		NORTH FORK	
WB 3,661 EB 3,650 WYP	10.51	8.50	1.32	10.35	1.54	3.13	141.3	DN	DUNCAN	
3,648 P	10.57	8.58	1.36	10.40	1.58	3.18	144.2		SLOAN	
3,634 P	11.03	9.05	1.40	10.45	2.02	3.22	147.3		CONWAY	
5,145 P	11.09	9.11	1.44	10.50	2.08	3.26	150.0		BONIFER	
WB 3,812 EB 4,202 WYP	11.13	9.15	1.47	10.55	2.12	3.30	152.4	D	GIBBON	
4,825 P	11.18	9.21	1.53	11.02	2.22	3.34	155.0		TUMIA	
3,630 P	11.22	9.26	1.53	11.07	2.26	3.37	157.4		THORN HOLLOW	
4,876 P	11.26	9.30	1.56	11.11	2.30	3.40	160.0		HOMLY	
3,695 WP	11.30	9.35	1.59	11.15	2.34	3.44	162.4		CAYUSE	
3,647 P	11.34	9.39	2.02	11.18	2.38	3.46	164.8		MINTHORN	
3,569 P	11.40	9.45	2.06	11.23	2.43	3.51	168.6		MISSION	
4,902 P	11.44	9.50	2.08	11.26	2.46	3.53	170.8		MUNRA	
3,522 WYOP	11.50	10.00	2.13	11.35	2.55	3.58	173.8	DN	PENDLETON	
WFTP	12.05	10.15AM		12.23AM	12.06AM	3.10PM	177.5	DN-R	RIETH	
	2.05								(78.0)	

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:  
 2.11, 2.4, 36, 3.8, 4, 12.5, 13, 52, 78.0, 18.45, 59.55, 131, 120, 29, 12, 139, 11.55, 120, 60, 19, 79

WESTWARD		SECOND SUBDIVISION						Distance from Portland	Time-Table No. 17 September 2, 1938	
SECOND CLASS		FIRST CLASS				Distance from Portland	STATIONS			
258 Freight	260 Time Freight	18 Passenger	61 Passenger	44 Mixed	2 STREAMLINER PASSENGER		DN-R		LA GRANDE	
WFTYOP	10.00A	6.00AM	1.00A	9.16PM	12.38PM	1.53AM	99.5	DN-R	LA GRANDE	
3,634 P	10.10	6.10	1.06	9.22	12.46	2.00	103.6		PERRY	
WB 3,661 EB 3,669 WYP	10.18	6.20	1.11	9.28	12.52	2.05	107.5	D	HILGARD	
3,645 P		6.30		9.38	1.00	2.13	111.2		GLOVER	
3,559 P		6.40		9.43	1.05	2.19	113.5		MOTANIC	
3,909 {W.M.P. 275.1} P		6.50		9.49	1.09	2.25	115.6		BODIE	
		6.55		9.53	1.12	2.29	117.5		NORDEEN	
C 3,516 WFYP	11.10	7.10		9.55	1.16	2.32	118.4	DN	KAMELA	
		7.20		10.00	1.21	2.37	121.3		ROSS	
WB 5,250 EB 3,680 WP	11.40	7.42		10.06	1.27	2.43	124.5	DN	MEACHAM	
3,657 P		7.55		10.14	1.35	2.52	128.8		PORTER	
4,188 WP	12.13PM	8.15		10.20	1.41	2.58	132.0		HURON	
4,417 WP	10.40	8.32	1.25	10.26	1.46	3.04	135.7		CAMP	
3,661 P	10.44	8.40	1.28	10.30	1.49	3.08	137.9		NORTH FORK	
WB 3,661 EB 3,650 WYP	10.51	8.50	1.32	10.35	1.54	3.13	141.3	DN	DUNCAN	
3,648 P	10.57	8.58	1.36	10.40	1.58	3.18	144.2		SLOAN	
3,634 P	11.03	9.05	1.40	10.45	2.02	3.22	147.3		CONWAY	
5,145 P	11.09	9.11	1.44	10.50	2.08	3.26	150.0		BONIFER	
WB 3,812 EB 4,202 WYP	11.13	9.15	1.47	10.55	2.12	3.30	152.4	D	GIBBON	
4,825 P	11.18	9.21	1.53	11.02	2.22	3.34	155.0		TUMIA	
3,630 P	11.22	9.26	1.53	11.07	2.26	3.37	157.4		THORN HOLLOW	
4,876 P	11.26	9.30	1.56	11.11	2.30	3.40	160.0		HOMLY	
3,695 WP	11.30	9.35	1.59	11.15	2.34	3.44	162.4		CAYUSE	
3,647 P	11.34	9.39	2.02	11.18	2.38	3.46	164.8		MINTHORN	
3,569 P	11.40	9.45	2.06	11.23	2.43	3.51	168.6		MISSION	
4,902 P	11.44	9.50	2.08	11.26	2.46	3.53	170.8		MUNRA	
3,522 WYOP	11.50	10.00	2.13	11.35	2.55	3.58	173.8	DN	PENDLETON	
WFTP	12.05	10.15AM		12.23AM	12.06AM	3.10PM	177.5	DN-R	RIETH	
	2.05								(78.0)	

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. 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:  
 9.10, 4.5, 37.5, 3.1, 46.5, 3.1, 4, 186, 16, 26, 4186, 26, 240



WESTWARD

THIRD SUBDIVISION

Table with columns for Second Class (315, 313, 329, 259, 251, 255), First Class (11, 25, 1, 62, 17), and Stations (WFTP, 4,621, 4,729, 650, 4,699, 4,655, 4,696, 4,613, 3,081, 3,133, 3,138, 4,852, 4,842, 4,787, 4,794, 4,852, 839, 4,778, 4,776, 5,061, 780, 4,870, 4,772, WB 6,255 EB 5,880, 4,918, 4,799, 4,765, 4,769, 4,854, 4,805, 5,070, 4,879, 4,834, 6,376, 2,638, 2,516, Spur, 3,560, Spur, WFTOP). Includes handwritten notes and times.

W.B.—Westward Siding. E.B.—Eastward 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 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

Table with columns for First Class (44, 2, 12, 18, 61), Second Class (252, 260, 330, 314, 312), and Stations (WFTP, 4,621, 4,729, 650, 4,677, 4,655, 4,696, 4,613, 3,081, 3,133, 3,138, 4,852, 4,842, 4,787, 4,794, 4,852, 839, 4,778, 4,776, 5,061, 780, 4,870, 4,772, WB 6,255 EB 5,880, 4,918, 4,799, 4,765, 4,769, 4,854, 4,805, 5,070, 4,879, 4,834, 6,376, 2,638, 2,516, Spur, 3,560, Spur, WFTOP). Includes handwritten notes and times.

W.B.—Westward Siding. E.B.—Eastward Siding. 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 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, incinerating plants, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS					Distance from Huntington	
	690	692	251	255	458	25	1	17	402		5
	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	STRAMLINER PASSENGER	Passenger	Passenger		Mail and Express
WFTOP	7:00P		7:15PM	12:30AM		6:05PM	6:05AM	5:05AM		3:45AM	305.3
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	320.3
WB 3,530 EB 5,230 WP	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	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
3,243 P	10:00	11:17	11:45	3:15		7:25	7:17	6:28		5:09	355.3
3,010 P	10:15	11:23	12:01	3:21		7:29	7:20	6:32		5:13	358.0
3,386 OP	10:40	11:30	1:06	3:35		7:37	7:26	6:40		5:20	363.1
4,815 P	10:50	11:37	1:30	3:45		7:45	7:30	6:46		5:26	367.0
2,968 P	11:00	11:42	2:00	3:55		7:51	7:33	6:51		5:31	370.3
5,834 WTP	11:10	11:48	2:30	4:15		7:58	7:36	6:57		5:36	373.8
2,600 P		11:52				8:03	7:39	7:02		5:40	376.2
2,708 P		12:01				8:14	7:45	7:13		5:49	381.7
1,489 P		12:06				8:21	7:49	7:20		5:55	385.0
1,028		12:10				8:27	7:52	7:25		6:00	387.5

3,215 P	11:20		3:00	4:25						378.8
3,315 P	11:30		3:30	4:35						383.5
3,402	11:40		4:00	4:45						389.0
1,415 YP	11:50		4:20	4:55						390.2
IP	3:15AM	12:30PM								391.5
1,415 IYP	3:22AM	12:37PM								390.3
1,415 IYP	3:22AM	12:37PM	4:20	4:55	8:58	11:50P	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	390.3
IP	3:30AM	12:45PM	4:30	5:05	9:02	12:05P	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	391.7
WFTYOP	3:45AM	1:00PM	5:00AM	6:00AM		12:30P	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	394.2
IP	12:13				9:13	8:33	7:55	7:30	6:20	388.8
IP										389.1
IP	12:20P				9:20PM	8:40PM	8:00AM	7:35AM	6:30AM	389.4

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

E. B.—Eastward 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 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**

312 49 3172

419.2

Time-Table No. 17 September 2, 1938

Length of sidings in feet and location of water, fuel, incinerating plants, turning stations, scales and telephones.	Distance from Portland	FIRST CLASS					SECOND CLASS					
		44	561	2	12	18	401	252	683	681	691	
		Mixed	Passenger	STRAMLINER PASSENGER	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight	
WFTOP	84.1	A10:25AM	1:20P	A 8:23PM	A11:40PM	A11:55PM						
P	81.6	10:10	1:12	8:17	11:33	11:47						
3,290 P	76.0	10:01	1:04	8:10	11:25	11:39						
3,153 P	72.4	9:56	12:54	8:06	11:19	11:34						
3,090 P	69.1	9:51	12:54	8:01	11:14	11:29						
WB 3,530 EB 5,230 WP	63.1	9:41	12:45	7:53	11:05	11:20						
3,925 P	59.0	9:29	12:37	7:47	10:55	11:08						
4,794 P	52.8	9:21	12:29	7:39	10:47	10:59						
5,036 WP	49.6	9:16	12:24	7:34	10:42	10:54						
4,831 P	46.7	9:12	12:20	7:30	10:38	10:49						
4,779 P	42.8	9:07	12:15	7:25	10:33	10:43						
5,568 WP	38.8	8:59	12:08	7:18	10:26	10:36						
3,243 P	34.1	8:52	12:02	7:12	10:19	10:29						
3,010 P	31.4	8:48	11:57	7:09	10:15	10:25						
3,386 OP	26.3	8:42	11:53	7:03	10:09	10:19						
4,815 P	22.4	8:37	11:48	6:58	10:04	10:14						
2,968 P	19.1	8:33	11:44	6:54	10:00	10:10						
5,834 WTP	15.6	8:28	11:40	6:50	9:56	10:06						
2,600 P	13.2	8:22	11:37	6:47	9:52	10:02						
2,708 P	7.7	8:15	11:31	6:42	9:46	9:53						
1,489 P	4.4	8:11		6:37	9:41	9:47						
1,028	1.9	8:07		6:34	9:37	9:42						

3,215 P	17.0											
3,315 P	12.3											
3,402	8.8											
1,415 YP	5.6											
IP	6.8											
1,415 IYP	5.6											
1,415 IYP	5.6											
IP	4.1											
WFTYOP	1.6											
IP	0.6											
IP	0.3											
IP	0.0											

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

E. B.—Eastward 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 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	STATIONS	Distance from Heppner Jct.	SECOND CLASS				
		331 Mixed	329 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		36.3	s	5.35		
471		f 7.50	f 9.35	14.2		JORDAN		31.0	s	5.20		
1,150 W		s 8.00	s 9.55	16.9		IONE	On	28.3	s	5.10		
132		f 8.15	f 10.10	20.0		McNAB		25.2	s	5.00		
835		s 8.25	s 10.25	26.4		MORGAN		19.8	s	4.48		
263		f 8.35	f 10.35	27.5		MORSIL		17.7	s	4.43		
330 W		s 8.55	s 10.55	30.7		CECIL		14.5	s	4.33		
158		f 9.05	f 11.05	34.3		EWING		10.9	f	4.23		
734		f 9.15	f 11.20	38.4		RHEA		8.8	f	4.10		
136				42.2		HARRIETT		3.0				
1,780 TP		A 9.45PM	A 11.45PM	45.2	N-R	HEPPNER JCT.	Wi	0.0		3.50AM		
						(45.2)				Daily Except Monday		
	(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				
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	STATIONS	Distance from Arlington	SECOND CLASS				
		327 Mixed	317 Mixed									
		Daily Except Saturday	Saturday									
5,260 WFY		9.00PM	7.15PM	0.0	D-R	CONDON	Cd	44.5	A	6.30AM		
1,378		f 9.21	f 7.35	8.2		GWENDOLEN		36.3	f	6.00		
1,515		f 9.35	f 7.50	12.2		SPEECE		32.3	f	5.45		
1,533		s 9.50	s 8.05	15.9		CLEM		28.6	s	5.26		
1,515 W		s 10.15	s 8.25	20.1		MIKKALO		24.4	s	5.05		
1,490		f 10.35	f 8.50	24.8		BARNETT		19.7	f	4.45		
662 W		s 10.55	s 9.10	28.5		ROCK CREEK		16.0	s	4.26		
122				30.8		SMYTHE		13.7				
1,504		11.20PM	f 9.35	37.2		SHUTLER		7.3	f	4.00		
6,920 WFY		A 12.01AM	A 10.00PM	44.5	DN-R	ARLINGTON	Mx	0.0		3.35AM		
						(44.5)				Daily		
	(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				
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	STATIONS	Distance from Biggs	SECOND CLASS				
		325 Freight										
		Tues., Thurs., Sat.										
3,385 WFY			7.45AM	0.0	D-R	SHANIKO	Sh	69.7	A	10.30AM		
845				6.7		KELSEY		63.0				
620		f	8.20	12.6		WILCOX		57.1	f	9.50		
902		s	8.35	17.2		KENT		52.5	s	9.35		
650		f	8.55	23.9		BOURBON		45.8	f	9.25		
1,370 WT		s	9.15	31.2	D	GRASS VALLEY	Vy	38.5	s	8.55		
8pur		f	9.35	38.4		ERSKINE		31.3	f	8.20		
2,422		s	9.55	42.7	D	MORO	Mr	27.0	s	8.00		
884		f	10.05	45.8		DE MOSS		23.9	f	7.45		
8pur		f	10.15	49.7		NISH		20.0	f	7.30		
8pur			10.20	50.5		HAY CANYON		19.2	f	7.25		
8pur		f	10.30	54.1		SANDON		15.6	f	7.10		
1,010		s	10.35	55.5		KLONDIKE		14.2	s	7.05		
1,788 W		s	11.05	60.0	D	WASCO	Wa	9.7	s	6.40		
8pur		f	11.15	62.6		SINK		7.1	f	6.30		
585		f	11.20	64.5		THORNBERRY		5.2	f	6.20		
6,656 WFY		A	11.55AM	69.7	DN-R	BIGGS	Bx	0.0		6.00AM		
						(69.7)				Mon., Wed., Fri.		
	(4.10) 18.7					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				
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Bend	Time-Table No. 17 September 2, 1938	STATIONS	Distance from Oregon Trunk Junction	SECOND CLASS				
		315 Time Freight	313 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	Vo	0.0		10.20PM	12.44AM	
						(150.0)				Sunday	Daily Ex. Sun. & Mon.	
	(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		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 tele-phones.	P	9.00P		6.30P	11.30PM	10.30PM	4.20PM	8.15AM	0.0	DN-R SEATTLE	Ow	183.2	A 8.00AM	A 2.20PM	A 9.45PM	A 6.45AM					
									1.9	G. N. CROSSING		181.3									
	WFITYOP	9.05P	6.00PM	2.30AM	6.35	11.40	A 10.38PM	4.28	A 8.24AM	1.9	N. P. CROSSING		180.1	7.46AM	2.09	9.35PM	6.30	A 4.00PM	A 9.15PM	A 6.00AM	12.25P
	I									3.1	DN-R ARGO	G									
1,354 1,401	P		6.15PM	2.45AM	6.41P	11.49PM		4.37PM	9.4	C. M. St. P. & P. & P. C. CROSSING		178.8		2.00PM		6.20AM	3.40PM	9.00PM	5.40AM	12.11P	
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.																					
	P		8.00PM	3.40AM	7.05P	12.32AM		5.15PM	35.7	DN TACOMA JCT.	Jn	147.5		1.18PM		5.34AM	2.25PM	8.10PM	4.10AM	11.47	
	I		8.05PM	3.45AM	7.07P	12.36AM		5.19PM	36.4	DN RESERVATION	Rn	146.8		1.14PM		5.30AM	2.20PM	8.05PM	4.05AM	11.45P	
									36.5	N. P. CROSSING		146.7									
									36.7	N. P. CROSSING		146.5									
									36.7	N. P. CROSSING		146.5									
									36.8	N. P. CROSSING		146.4									
									38.0	N. P. CROSSING		146.2									
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.																					
	IP		3.30AM	12.30PM	9.40P	6.02AM		8.56PM	176.4	NORTH PORTLAND JCT.		6.8		8.55AM		11.54PM	8.30AM	3.05PM	8.30PM	9.13	
1,415	IYP				9.42				177.6	PENINSULA JCT.		5.6									9.11
	IP				9.45				179.1	ST. JOHNS JCT.		4.1									9.08
	P		A 4.00AM	A 1.00PM					181.6	ALBINA		1.6				8.00AM	2.30PM	8.00PM		9.02	
	IP				9.52				182.6	EAST PORTLAND		0.6									
									182.9	UNITED RY. CROSSING		0.3									
	IP				9.55P	A 6.30AM		A 9.20PM	183.2	PORTLAND		0.0		8.35AM		11.30PM					9.00P
														Daily	Daily	Daily	Daily	Daily Except Saturday	Saturday	Daily Except Saturday	
Thru Time..... (10.00) 18.2 (10.30) 17.3 (7.00) 26.2 (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.																					

6.3 18.2  
378  
35  
18

12.00  
11.05  
5.80  
18.05

9.33P 26.3

		WESTWARD				OLYMPIA BRANCH		EASTWARD			
		SECOND CLASS		Distance from East Olympia	Time-Table No. 17		Distance from Olympia	SECOND CLASS			
			321		September 2, 1938			322			
			Freight		STATIONS			Freight			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	YP		Daily	0.0	R	EAST OLYMPIA	Ma	7.4	A 6.50AM		
	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	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.											

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		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 tele-phones.	P	9.00P		6.30P	11.30PM	10.30PM	4.20PM	8.15AM	0.0	DN-R SEATTLE	Ow	183.2	A 8.00AM	A 2.20PM	A 9.45PM	A 6.45AM					
									1.9	G. N. CROSSING		181.3									
	WFITYOP	9.05P	6.00PM	2.30AM	6.35	11.40	A 10.38PM	4.28	A 8.24AM	1.9	N. P. CROSSING		180.1	7.46AM	2.09	9.35PM	6.30	A 4.00PM	A 9.15PM	A 6.00AM	12.17
	I									3.1	DN-R ARGO	G									
1,354 1,401	P		6.15PM	2.45AM	6.41P	11.49PM		4.37PM	9.4	C. M. St. P. & P. & P. C. CROSSING		178.8		2.00PM		6.20AM	3.40PM	9.00PM	5.40AM	12.11P	
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.																					
	P		8.00PM	3.40AM	7.05P	12.32AM		5.15PM	35.7	DN TACOMA JCT.	Jn	147.5		1.18PM		5.34AM	2.25PM	8.10PM	4.10AM	11.47	
	I		8.05PM	3.45AM	7.07P	12.36AM		5.19PM	36.4	DN RESERVATION	Rn	146.8		1.14PM		5.30AM	2.20PM	8.05PM	4.05AM	11.45P	
									36.5	N. P. CROSSING		146.7									
									36.7	N. P. CROSSING		146.5									
									36.7	N. P. CROSSING		146.5									
									36.8	N. P. CROSSING		146.4									
									38.0	N. P. CROSSING		146.2									
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.																					
	IP		3.30AM	12.30PM	9.40P	6.02AM		8.56PM	176.4	NORTH PORTLAND JCT.		6.8		8.55AM		11.54PM	8.30AM	3.05PM	8.30PM	9.13	
1,415	IYP				9.42				177.6	PENINSULA JCT.		5.6									9.11
	IP				9.45				179.1	ST. JOHNS JCT.		4.1									9.08
	P		A 4.00AM	A 1.00PM					181.6	ALBINA		1.6				8.00AM	2.30PM	8.00PM		9.02	
	IP				9.52				182.6	EAST PORTLAND		0.6									
									182.9	UNITED RY. CROSSING		0.3									
	IP				9.55P	A 6.30AM		A 9.20PM	183.2	PORTLAND		0.0		8.35AM		11.30PM					9.00P
														Daily	Daily	Daily	Daily	Daily Except Saturday	Saturday	Daily Except Saturday	
Thru Time..... (10.00) 18.2 (10.30) 17.3 (7.00) 26.2 (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.																					

6.3 18.2  
378  
35  
18

12.00  
11.05  
5.80  
18.05

9.33P 26.3

		WESTWARD		TONO BRANCH		EASTWARD		WESTWARD		PRIMO BRANCH		EASTWARD			
		SECOND CLASS		Time-Table No. 17		SECOND CLASS		Distance from Vesta		Time-Table No. 17		Distance from Cosmopolis			
			321	September 2, 1938			322	September 2, 1938		STATIONS		September 2, 1938			
			Freight	STATIONS			Freight	STATIONS		STATIONS		STATIONS			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	WFOP	0.0	R	TONO	8.0						1,759	0.0	VESTA	15.9	
											5,400	1.4	PRIMO	14.5	
											Spur	4.8	MIDSON	11.6	
											Spur	7.9	LYLE SPUR	8.0	
											Spur	8.6	ARCTIC	7.3	
	WFYOTP	8.0	DN-R	CENTRALIA	0.0						1,002	{W.M.P. 4.5}	BRIDGES	5.2	
											6,107	WYOP	15.9	R COSMOPOLIS	0.0
BETWEEN WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.															
Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 72.															

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WESTWARD

GRAYS HARBOR BRANCH

EASTWARD

Table with columns for Second Class (463, 685), First Class (579), and stations (CENTRALIA, HOQUIAM). Includes 'Time-Table No. 17' and 'September 2, 1938'.

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

Main time-table grid with columns for IP, time, and stations (BLAKESLEE JUNCTION, N. P. CROSSING, GALVIN, HELSING JUNCTION, etc.).

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

Summary table for Aberdeen to Hoquiam with columns for 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.

(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

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. 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 Portland... Weisfield & Goldberg Portland... N. L. Nielson Portland... W. L. Young Portland... Roy & Molin

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

Elmendorf - Anthony to Druzilla P V.P

Standard clocks are located as shown below:

- Huntington... Round House The Dalles... 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

- 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

W 515 Riverside Ave

Mohawk Bldg

Main: 3116

1892

Railroad Surgeons are located as shown below:

Table with columns: NAME, TITLE, PLACE, TERRITORY. Lists names like John E. Nilsson, Ralph M. Dodson, Joseph M. Roberts, etc.

Hetna

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. 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. W. Smith, Train Dispatcher... Portland, Ore. L. L. Rudd, Train Dispatcher... Portland, Ore.