



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 | STATIONS |
|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|-----------------|-----------------|----------------|-----------------|------------------|----------------|-----------------------------|---|------------------------|
| 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 | 0.0 | HUNTINGTON |
| | | | | 7.00AM | | | 6.25PM | | 4.10PM | | | 12.57AM | 99.5 | LA GRANDE |
| | | | | 2.00PM | | | 9.50PM | | 7.40PM | | | 3.24AM | 173.8 | PENDLETON |
| | | | | | 9.30PM | 4.00AM | 1.35AM | | 11.00PM | | 2.15AM | 5.35AM | 177.5 | RIETH |
| | | | | | | | 1.45AM | | 11.10PM | | 2.25AM | 5.43AM | 400.3 | SPOKANE |
| 11.00PM | | 3.00PM | | | | 9.00PM | | 5.15PM | | | | | 296.4 | AYER |
| 3.50AM | | 8.50PM | | | | 11.32PM | | 7.39PM | | | | | 243.2 | WALLULA |
| 8.00AM | | 1.55AM | | | | 1.10AM | | 9.10PM | | | | | 215.8 | UMATILLA |
| A10.00AM | | 8.00AM | | | A5.30AM | 2.15AM | | A 9.55PM | | | A 3.45AM | | 305.3 | THE DALLES |
| | | 2.30PM | | 5.10AM | | 5.00AM | 4.50AM | | 3.25AM | | | 7.50AM | 389.3 | PORTLAND |
| | | | | | | A 7.35AM | A 7.30AM | | A 6.30AM | 8.30AM | | A 9.45AM | 394.1 | ALBINA |
| | | 7.00PM | A 7.30PM | 9.00AM | A10.30AM | | | | | | | | 480.4 | CENTRALIA |
| | | | | | | | | | | 11.31AM | | | 534.4 | TACOMA |
| | | 4.00AM | | | | | | | | 1.11PM | | | 569.4 | ARGO |
| | | A6.00AM | | A 6.00PM | | | | | | | A 2.20PM | | 572.5 | 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

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 |
| | | | | | | | | | | | | | | | |
| 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 | 215.5 | | 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 | 263.4 | 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 | | | | | | | | |
| ALBINA | 1.6 | | | | | | | | | 4.00AM | | | A 5.00PM | 12.01PM | A 3.45AM |
| 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 | 4.48 ¹⁶⁰ | 9.01 ¹⁵⁸ | 2.25 ¹⁵⁶ | 7.19 | 5.10 ¹⁶⁰ | 1.52 |
| WB 75 PWY EB 82 Y | 5.10 | 9.20 | 2.40 | 7.28 | 5.20 | 2.00 ¹⁵⁶ |
| 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 ²⁶ | 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 ²⁶ | 11.25 ¹⁶⁰ | 4.20 ¹⁸ | 8.39 | 6.25 | 2.44 |
| 75 P | 7.25 | 11.38 | 4.30 | 8.45 ¹⁵⁶ | 6.31 | 2.48 |
| WB 73 CPVWY EB 73 YZ | 7.40 | 11.50AM | 4.45 | 8.52 | 6.36 | 2.52 |
| 79 P | 7.57 ¹⁵⁶ | 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 | 7.05 ¹⁵⁶ | 3.14 |
| 71 P | 8.40 | 12.39 | 5.30 | 9.25 | 7.12 | 3.18 |
| BCKOP TWYZ | A 8.55PM | A 12.50PM | A 5.50AM | A 9.35PM | A 7.25PM | A 3.24 ¹⁸ AM |

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 |
| | 3.6 | |
| | LEONARD | |
| | 3.5 | |
| DN | OXMAN | ON |
| | 3.1 | |
| | HINDMAN | |
| | 3.2 | |
| | PLEASANT VALLEY | |
| | 3.6 | |
| 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 | |
| | 4.6 | |
| 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 |
| | 3.6 | |
| | 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) (5.40) (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). | FIRST CLASS | | | SECOND CLASS | | |
|--|----------------------|---------------------|-----------------------|---------------------|----------------------|-----------------------|
| | 18 | 26 | 2 | 158 | 160 | 156 |
| | Passenger | Passenger | STREAMLINER PASSENGER | Time Freight | Time Freight | Time Freight |
| | | | | | | |
| BCKO PTWYZ | A 6.30AM | A 10.05PM | A 1.40AM | A 1.30PM | A 8.00PM | A 5.30AM |
| 74 P | 6.16 | 9.45 | 1.27 | 12.30 | 7.05 | 4.40 |
| 74 P | 6.09 | 9.36 | 1.22 | 12.05PM | 6.41 ¹⁷ | 4.25 |
| 71 PW | 6.03 | 9.28 | 1.16 | 11.40AM | 6.20 | 4.10 |
| 71 P | 5.56 | 9.18 | 1.07 ⁶⁷⁷ | 11.14 | 6.05 | 3.50 |
| WB 75 BKPWO EB 74 Y | 5.49 | 9.10 | 1.02 | 10.40 | 5.50 | 3.30 |
| 73 P | 5.42 | 8.59 | 12.57 | 10.10 | 5.35 | 3.10 |
| 74 P | 5.35 | 8.50 | 12.51 | 9.40 | 5.22 | 2.50 |
| 73 P | 5.29 | 8.42 | 12.45 | 9.01 ⁶⁵⁵ | 5.10 ²⁵ | 2.25 ⁶⁷⁷ |
| WB 75 PWY EB 82 Y | 5.23 | 8.32 | 12.38 | 8.35 | 4.30 | 2.00 ¹ |
| WB 91 EB 109 PY | 5.16 | 8.24 | 12.32 | 8.20 | 4.10 | 1.32 |
| 83 P | 5.06 | 8.15 | 12.25 | 7.55 | 3.30 | 12.50 |
| WB 93 BKOPW EB 69 YZ | 4.56 | 8.02 ¹⁷ | 12.18 ¹⁵⁶ | 7.15 | 2.45 | 12.18 ² AM |
| 74 P | 4.46 | 7.46 | 12.12 | 5.55 | 12.50 | 10.45PM |
| 68 P | 4.39 | 7.38 | 12.07 | 5.30 | 12.26 | 10.20 |
| 72 P | 4.32 | 7.31 | 12.03AM | 5.01 | 12.01PM | 10.01 |
| WB 81 EB 74 PW | 4.25 | 7.23 | 11.58PM | 4.40 | 11.40AM | 9.40 |
| 73 P | 4.20 ⁶⁷⁷ | 7.17 ⁶⁹⁹ | 11.55 | 4.20 ¹⁸ | 11.25 ⁶⁵⁵ | 9.15 |
| 75 P | 4.13 | 7.11 | 11.49 | 4.02 | 11.05 | 8.45 ¹⁷ |
| WB 73 CPVWY EB 73 YZ | 4.08 | 7.05 | 11.44 | 3.45 | 10.45 | 8.20 |
| 79 P | 3.58 | 6.57 | 11.37 | 2.58 ¹ | 10.00 | 7.57 ⁶⁹⁹ |
| 73 P | 3.49 | 6.50 ²⁶ | 11.30 | 2.20 | 9.25 | 7.40 |
| 70 PVWY | 3.43 | 6.40 | 11.25 | 2.05 | 9.01 | 7.20 |
| 74 P | 3.38 | 6.32 | 11.22 | 1.45 | 8.45 | 7.05 ²⁵ |
| 71 P | 3.33 | 6.25 | 11.19 | 1.30 | 8.30 | 6.45 |
| BCKOP TWYZ | 3.25 ¹ AM | 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) 8.0 (12.00) 8.3 (11.00) 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 | 6.18 ¹⁵⁸ | 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 BJKPW YZ | 4.10 | 6.55 | 11.28 | 1.05 ¹⁸ | 10.30 ¹⁶⁰ | 5.32 ¹⁸ | 2.15AM |
| | | | | 1.35 | 11.00 | 5.35 | |
| 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 | 4.1 3.9 |
| DN | HILGARD | YL DY |
| | GLOVER | 3.7 2.4 |
| DN | MOTANIC | MO |
| | BODIE | 2.0 1.9 |
| | NORDEEN | 0.9 |
| DN | KAMELA | YL S |
| | ROSS | 2.9 3.2 |
| DN | MEACHAM | YL MH |
| | PORTER | 4.3 3.2 |
| DN | HURON | KR |
| | CAMP | 3.7 2.2 |
| | NORTH FORK | 3.4 |
| DN | DUNCAN | YL NF |
| | SLOAN | 2.9 3.1 |
| | CONWAY | 2.7 |
| | BONIFER | 2.4 |
| DN | GIBBON | YL GI |
| | TUMIA | 2.6 2.4 |
| | THORN HOLLOW | 2.6 |
| | HOMLY | 2.4 |
| DN | CAYUSE | CA |
| | MINTHORN | 2.4 3.8 |
| | MISSION | 2.0 |
| | MUNRA | 3.2 |
| DN | PENDLETON | YL FD |
| | RIETH | 3.7 YL N |

(78.0)

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 6.00PM | 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 BJKPW YZ | 215.5 | 3.35 ¹⁸ | 8.58 | 12.35 ¹⁷ | 10.01 | 5.30 | 10.30 ²⁵ |
| | | 3.15 | 8.55 | A 11.20PM | | | |
| BCJKO PTW | 211.8 | 3.05PM | 8.46PM | 11.10 ²⁵ PM | 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.

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.

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 32
October 24, 1943

Main table for Westward Third Subdivision showing train times for Second and First Class across various stations from Hinkle to Westland.

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 32
October 24, 1943

Main table for Eastward Third Subdivision showing train times for First and Second Class across various stations from Hinkle to Westland.

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.

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 Messner, 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.

Between Hinkle and Messner, 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.

| WESTWARD | | | FOURTH SUBDIVISION | | | | | EASTWARD | | |
|--|------------------------------|------------------------------|------------------------------|---------------------------|--|--------------------------|--------------------------|--------------------------|---------------------------------------|--------------------|
| Car Capacity of Sidings, etc. See Rule 6(A). | SECOND CLASS | | | FIRST CLASS | | | | | Time-Table No. 32 October 24, 1943 | |
| | 677 Time Freight Daily | 153 Time Freight Daily | 655 Time Freight Daily | 458 Passenger Daily | 1 STRAMLINER PASSENGER ★ See note below Daily | 11 Passenger Daily | 17 Passenger Daily | 25 Passenger Daily | | |
| STATIONS | | | | | | | | | | |
| BKOPT WZ | 9:30PM | 2:30PM | 5:10AM | | 7:50AM | 5:00AM | 4:50AM | 3:25AM | DN-R THE DALLES YL DK-WB | |
| P | 9:40 | 2:43 | 5:30 | | 7:54 | 5:07 | 4:57 | 3:30 | CRATES | |
| 66 P | 10:03 ¹² | 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 | |
| 68 P | 10:22 | 3:20 | 6:03 | | 8:10 | 5:25 | 5:15 | 3:53 | MOSIER H | |
| WB 72 EB 107 BPVW | 10:38 | 3:40 ¹⁵⁰ | 6:20 | | 8:18 ¹⁶⁰ | 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 | 11:35PM | 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 | 7:18 ¹⁰⁰ | | 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 ² | 8:08 | | 9:01 | 6:27 | 6:17 | 5:02 | DODSON | |
| 60 P | 1:14 ¹⁵⁸ | 5:23 | 8:15 | | 9:04 | 6:33 ¹⁶⁰ | 6:23 ¹⁶⁰ | 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 | 5:29 ¹⁶⁰ | 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 ²⁶ | 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 | | | | | | BRUUN 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 | | | | | | | | | DN-R ALBINA YL B Dispr. X | |
| | | | | | 9:23 | 9:40 | 7:26 | 7:21 | 6:13 | EAST PORTLAND YL |
| | | | | | | | | | UNITED RY. CROSSING | |
| | | | | | A 9:30PM | A 9:45AM | A 7:35AM | A 7:30AM | 6:30AM | DN-R PORTLAND P-VC |

(6.00) 14.8 (5.00) 17.7 (5.50) 16.7 (0.24) 17.0 (1.55) 43.8 (2.35) 32.5 (2.40) 31.5 (3.08) 27.2 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.

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.

| WESTWARD | | | FOURTH SUBDIVISION | | | | | EASTWARD | |
|--|-------------------|---------------------|---------------------------|----------------------|-----------------|---------------------|---------------------|---------------------|---------------------------------------|
| Car Capacity of Sidings, etc. See Rule 6(A). | SECOND CLASS | | | FIRST CLASS | | | | | Time-Table No. 32 October 24, 1943 |
| | 457 Passenger | 26 Passenger | 2 STRAMLINER PASSENGER | 18 Passenger | 12 Passenger | 160 Time Freight | 156 Time Freight | 158 Time Freight | |
| STATIONS | | | | | | | | | |
| BKOPT WZ | 11:35AM | 6:29PM | 8:45PM | 10:20PM | | 9:25AM | 4:40PM | 13:20AM | DN-R THE DALLES YL DK-WB |
| P | 11:25 | 6:23 | 8:37 | 10:11 | | 9:15 | 4:30 | 3:10 | CRATES |
| 66 P | 11:16 | 6:16 | 8:29 | 10:03 ⁶⁷⁷ | | 9:01 | 4:15 | 2:58 | ROWENA |
| 68 P | 11:11 | 6:11 | 8:23 | 9:57 | | 8:50 | 4:05 | 2:50 | CHATFIELD |
| 68 P | 11:05 | 6:06 | 8:18 | 9:52 | | 8:40 | 3:55 | 2:40 | MOSIER H |
| WB 72 EB 107 BPVW | 10:53 | 5:58 | 8:09 | 9:43 | | 8:18 ¹ | 3:40 ¹⁵³ | 2:25 | DN HOOD RIVER YL KI |
| 80 P | 10:45 | 5:51 | 7:56 | 9:30 | | 7:55 | 3:25 | 2:12 | MENO |
| 98 P | 10:37 | 5:43 | 7:48 | 9:22 | | 7:40 | 3:10 | 2:00 | LINDSEY |
| 104 PW | 10:31 | 5:38 | 7:44 | 9:17 | | 7:25 | 3:01 | 1:52 | DN WYETH WE |
| 102 P | 10:25 | 5:34 | 7:40 | 9:12 | | 7:18 ⁶⁵⁵ | 2:50 | 1:44 | FARLEY |
| 97 P | 10:19 | 5:29 | 7:34 | 9:07 | | 7:09 | 2:40 | 1:35 | CASCADE LOCKS |
| 116 PW | 10:12 | 5:22 | 7:29 | 9:01 | | 7:01 | 2:25 | 1:29 | DN BONNEVILLE MU |
| 65 P | 10:04 | 5:16 ¹⁵³ | 7:23 | 8:55 | | 6:50 | 2:16 | 1:19 | DODSON |
| 60 P | 9:59 | 5:13 | 7:20 | 8:52 | | 6:33 ¹¹ | 2:10 | 1:14 ⁶⁷⁷ | ONEONTA |
| 100 PZ | 9:53 | 5:07 | 7:14 | 8:46 | | 6:02 | 2:01 | 1:06 | MULTNOMAH FALLS |
| 98 P | 9:47 | 5:02 | 7:09 | 8:41 | | 5:50 | 1:53 | 12:58 | DN BRIDAL VEIL JU |
| 59 P | 9:42 | 4:58 | 7:04 | 8:36 | | 5:29 ²⁵ | 1:45 | 12:51 | ROOSTER ROCK |
| 115 BIJPTW | 9:35 | 4:54 | 7:00 | 8:32 | | 5:18 | 1:35 | 12:44 | CORBETT |
| 51 P | 9:24 ¹ | 4:51 | 6:56 | 8:27 | | VIA KENTON | VIA KENTON | VIA KENTON | TAYLOR |
| 53 P | 9:16 | 4:45 | 6:49 | 8:20 | | VIA KENTON | VIA KENTON | VIA KENTON | DN TROUTDALE SN |
| 28 P | 9:11 | 4:40 | 6:43 | 8:13 | | VIA KENTON | VIA KENTON | VIA KENTON | FAIRVIEW FA |
| 17 P | 9:07 | 4:36 | 6:38 | 8:08 | | VIA KENTON | VIA KENTON | VIA KENTON | CLARNIE |
| 51 P | 17.0 | | | | | 5:05 | 1:20 | 12:33 | GRAHAM YL |
| 100 P | 12.3 | | | | | 4:50 | 1:05 | 12:20 | BRUUN YL |
| 73 P | 6.8 | | | | | 4:30 | 12:45 | 12:05AM | HEMLOCK |
| IJPV | 6.8 | 18:55AM | | | | | | | DN FIR YL FR |
| IJPY | 6.8 | 8:51 | | | | | | | DN KENTON YL KN |
| IJP | 4.1 | 8:47 | | | | | | | DN-NORTH PORTLAND JCT. YL KD |
| BCKOPT WZ | 1.6 | | | | | | | | PENINSULA JCT. YL |
| IJPVY | 0.6 | 8:37 | 9:04 | 4:33 | 6:34 | 8:04 | | | ST. JOHNS JCT. YL |
| BIKPV | 0.0 | 8:30AM | 9:00AM | 4:30PM | 6:30PM | 8:00PM | | | DN-R ALBINA YL B Dispr. X |
| | | | | | | | | | EAST PORTLAND YL |
| | | | | | | | | | UNITED RY. CROSSING |
| | | | | | | | | | DN-R PORTLAND P-VC |

(0.25) 16.3 (2.35) 32.5 (1.59) 42.4 (2.15) 27.3 (2.20) 36.0 (5.25) 16.4 (4.39) 19.1 (3.50) 23.1 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.

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 FIFTH SUBDIVISION

| Car Capacity of Sidings, etc. See Rule 6(A). | SECOND CLASS | | | FIRST CLASS | | | STATIONS |
|--|--------------|--------------|--------------|-------------------------|-----------|-------------------------|----------|
| | 691 | 681 | 693 | 33 | 457 | 37 | |
| | Time Freight | Time Freight | Time Freight | CMSt.P&P Passenger (18) | Passenger | CMSt.P&P Passenger (15) | |
| | Daily | Daily | Daily | Daily | Daily | Daily | |
| | | | | | 8:30AM | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| IJP | 7:00PM | 9:00AM | 1:00AM | | | | |
| IJPY | | | | | | | |
| IJPV | 7:30PM | 10:05AM | 1:30AM | | 8:55AM | | |
| | 7:40 PM | 10:25 AM | 1:40 AM | | 9:00 AM | | |

Time-Table No. 32
October 24, 1943

| PORTLAND | | |
|----------|------------------------|-------|
| 0.3 | UNITED RY. CROSSING | |
| 0.3 | EAST PORTLAND | YL |
| 1.0 | DN-R ALBINA | YL B |
| 2.5 | ST. JOHNS JCT. | YL |
| 1.5 | PENINSULA JCT. | YL |
| 1.2 | DN NORTH PORTLAND JCT. | YL KD |
| 1.9 | VANCOUVER | |

BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF SPOKANE, PORTLAND & SEATTLE RY. TIME SHOWN AT VANCOUVER FOR INFORMATION ONLY.

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

| Car Capacity of Sidings, etc. See Rule 6(A). | SECOND CLASS | | | FIRST CLASS | | | STATIONS |
|--|--------------|--------------|--------------|--------------|--------------|--------------|----------|
| | 405 | 420 | 1005 | 114 | 118 | | |
| | Time Freight | Time Freight | Time Freight | Time Freight | Time Freight | Time Freight | |
| | Daily | Daily | Daily | Daily | Daily | Daily | |
| IJ | 4:05AM | 4:20PM | 10:05AM | | 1:14PM | | |
| JP | 4:10AM | 4:25PM | 10:10AM | | 1:18PM | | |

| N. P. CROSSING | | |
|----------------|----------------|----|
| 1.2 | N. P. CROSSING | |
| 0.1 | N. P. CROSSING | |
| 0.0 | N. P. CROSSING | |
| 0.2 | N. P. CROSSING | |
| 0.1 | DN RESERVATION | RN |
| 0.7 | DN TACOMA JCT. | JN |

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.

| Car Capacity of Sidings, etc. See Rule 6(A). | SECOND CLASS | | | FIRST CLASS | | | STATIONS |
|--|--------------|--------------|--------------|--------------|--------------|--------------|----------|
| | 540 | 540 | 1140 | 200 | 209 | 746 | |
| | Time Freight | Time Freight | Time Freight | Time Freight | Time Freight | Time Freight | |
| | Daily | Daily | Daily | Daily | Daily | Daily | |
| IPV | 5:40AM | 5:40PM | 11:40AM | | 2:00PM | | |
| BIJKOP TVWYZ | A 6:00AM | A 6:00PM | A 12:01PM | | 8:50PM | 7:46AM | |
| BKPZ | | | | A 9:00PM | A 2:20PM | A 8:00AM | |

| DN-R BLACK RIVER | | |
|------------------|-------------------------------|-------|
| 0.0 | C. M. St. P. & P. C. CROSSING | YL BI |
| 0.3 | DN-R ARGO | YL G |
| 1.2 | N. P. CROSSING | |
| 0.0 | G. N. CROSSING | |
| 1.9 | DN-R SEATTLE | YL OW |

Thru Time (11.00) (9.00) (11.01) (0.10) (5.50) (0.14)
Average Speed per Hour 16.7 20.4 16.7 18.6 31.4 13.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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.

FIFTH SUBDIVISION EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A). | FIRST CLASS | | | SECOND CLASS | | |
|--|-------------------------|-----------|-------------------------|--------------|--------------|--------------|
| | 38 | 458 | 34 | 694 | 692 | 690 |
| | CMSt.P&P Passenger (15) | Passenger | CMSt.P&P Passenger (18) | Time Freight | Time Freight | Time Freight |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| IJP | | | | | | |
| IJPY | | | | | | |
| IJPV | | | | | | |

Time-Table No. 32
October 24, 1943

| PORTLAND | | |
|----------|------------------------|-------|
| 0.3 | UNITED RY. CROSSING | |
| 0.3 | EAST PORTLAND | YL |
| 1.0 | DN-R ALBINA | YL B |
| 2.5 | ST. JOHNS JCT. | YL |
| 1.5 | PENINSULA JCT. | YL |
| 1.2 | DN NORTH PORTLAND JCT. | YL KD |
| 1.9 | VANCOUVER | |

BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF SPOKANE, PORTLAND & SEATTLE RY. TIME SHOWN AT VANCOUVER FOR INFORMATION ONLY.

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

| Car Capacity of Sidings, etc. See Rule 6(A). | FIRST CLASS | | | SECOND CLASS | | |
|--|--------------|--------------|--------------|--------------|--------------|--------------|
| | 145.2 | 146.4 | 146.5 | 146.5 | 146.7 | 146.8 |
| | Time Freight | Time Freight | Time Freight | Time Freight | Time Freight | Time Freight |
| | Daily | Daily | Daily | Daily | Daily | Daily |
| IJ | | | | | | |
| JP | | | | | | |

| N. P. CROSSING | | |
|----------------|----------------|----|
| 1.2 | N. P. CROSSING | |
| 0.1 | N. P. CROSSING | |
| 0.0 | N. P. CROSSING | |
| 0.2 | N. P. CROSSING | |
| 0.1 | DN RESERVATION | RN |
| 0.7 | DN TACOMA JCT. | JN |

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.

| Car Capacity of Sidings, etc. See Rule 6(A). | FIRST CLASS | | | SECOND CLASS | | |
|--|--------------|--------------|--------------|--------------|--------------|--------------|
| | 173.8 | 180.1 | 181.3 | 181.3 | 183.2 | 183.2 |
| | Time Freight | Time Freight | Time Freight | Time Freight | Time Freight | Time Freight |
| | Daily | Daily | Daily | Daily | Daily | Daily |
| IPV | | | | | | |
| BIJKOP TVWYZ | | | | | | |
| BKPZ | | | | | | |

| DN-R BLACK RIVER | | |
|------------------|-------------------------------|-------|
| 0.0 | C. M. St. P. & P. C. CROSSING | YL BI |
| 0.3 | DN-R ARGO | YL G |
| 1.2 | N. P. CROSSING | |
| 0.0 | G. N. CROSSING | |
| 1.9 | DN-R SEATTLE | YL OW |

Thru Time (0.09) (5.00) (0.10) (9.45) (10.30) (9.45)
Average Speed per Hour 20.7 36.6 18.6 18.3 17.0 18.3

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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 | | | 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 5.8 | 83.8 | A 10.15AM | | |
| 22 | | 12.30PM | D | ENTERPRISE 10.2 | 78.8 | 10.00 | | |
| 30 | | 12.53 | | LOSTINE 7.8 | 67.8 | 9.07 | | |
| 27 WY | | 1.10 | D | WALLOWA 3.3 | 60.0 | 8.50 | | |
| Spur | | | | SEVIER 2.6 | 56.7 | | | |
| 21 | | 1.22 | | WADE 7.0 | 54.1 | 8.30 | | |
| 12 {W.M.P. 49.0} | | 1.42 | | MINAM 6.5 | 47.1 | 8.10 | | |
| Spur | | 1.58 | | VINCENT 3.4 | 40.6 | 7.54 | | |
| 7 | | | | RONDOWA 3.4 | 37.2 | | | |
| 40 {W.M.P. 32.6} | | 2.15 | | LOOKING GLASS 8.7 | 33.8 | 7.37 | | |
| 32 | | 2.37 | | GULLING 4.2 | 25.1 | 7.15 | | |
| 35 WY | | 2.50 | D | ELGIN 8.6 | 20.9 | 7.05 | | |
| 18 | | 3.15 | D | IMBLER 3.9 | 12.8 | 6.32 | | |
| 20 | | 3.25 | | ALICEL 2.5 | 8.4 | 6.22 | | |
| 6 | | | | CONLEY 3.3 | 5.9 | | | |
| 12 | | 3.40 | | ISLAND CITY 2.6 | 2.6 | 6.10 | | |
| BCJKOP TWYZ | | A 4.00PM | DN-R | LA GRANDE (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 2.8 | YL N | 0.0 | | |
| Spur | | McBEE 3.9 | | 2.8 | | |
| 22 | | SPARKS 4.5 | | 6.7 | | |
| Spur | | LENS 3.7 | | 11.2 | | |
| 18 TW | D | PILOT ROCK 3.7 | 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 8.9 | 45.2 | A 2.15PM | A 8.15PM | |
| 19 P | | 7.20 | | LEXINGTON 5.3 | 36.3 | 1.35 | 7.35 | |
| 7 | | 7.35 | | JORDAN 2.7 | 31.0 | 1.10 | 7.10 | |
| 15 PW | | 7.55 | | IONE 3.1 | 28.3 | 12.55 | 6.55 | |
| | | 8.10 | | McNAB 5.4 | 25.2 | 12.35 | 6.35 | |
| 18 | | 8.30 | | MORGAN 5.3 | 19.8 | 12.20 | 6.20 | |
| 8 W | | 8.55 | | CECIL 14.5 | 14.5 | 12.01PM | 6.01 | |
| 19 JP | | A 9.45AM | N-R | HEPPNER JCT. (45.2) | 0.0 | 11.20AM | 5.20PM | |

(2.45) Thru Time (2.55)
18.4 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 8.2 | 44.5 | A 2.15PM | | |
| 22 | | 1.25 | | GWENDOLEN 4.0 | 36.3 | 1.30 | | |
| 27 | | 1.45 | | SPEECE 3.7 | 32.3 | 1.10 | | |
| 26 | | 2.00 | | CLEM 4.2 | 28.6 | 12.50 | | |
| 29 PW | | 2.20 | | MIKKALO 4.7 | 24.4 | 12.30 | | |
| 27 | | 2.40 | | BARNETT 3.7 | 19.7 | 12.10PM | | |
| 11 PW | | 3.00 | | ROCK CREEK 8.7 | 16.0 | 11.55AM | | |
| 29 | | 3.30 | | SHUTLER 7.3 | 7.3 | 11.25 | | |
| WB 128 JOPTW EB 118 | | A 4.00PM | DN-R | ARLINGTON (44.5) | 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 | |
|---|-----------|---------------------------------------|------------------------|-----------|--|
| | | Time-Table No. 32 October 24, 1943 | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A). | | STATIONS | | Mile Post | |
| 28 | BKPW Y | D-R | SHANIKO YL SH | 69.7 | |
| | | | 0.7 KELSEY | 68.0 | |
| | | | 6.9 WILCOX | 57.1 | |
| 8 | | | 4.6 KENT | 52.5 | |
| 14 | | | 0.7 BOURBON | 45.8 | |
| 8 | | | 7.3 GRASS VALLEY VY | 38.5 | |
| 28 | PTW | D | ERSKINE | 31.3 | |
| Spur | | | 4.3 MORO MR | 27.0 | |
| 25 | | D | DE MOSS | 23.9 | |
| 12 | | | 3.1 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 | WASCO WA | 9.7 | |
| 6 | | | 4.5 THORNBERRY | 5.2 | |
| 80 | JPY | DN-R | 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 | |
|---|-------------------------|---------------------------------------|-----------------|--------------|-----------|
| | | Time-Table No. 32 October 24, 1943 | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A). | | STATIONS | | Mile Post | |
| SECOND CLASS | | | | SECOND CLASS | |
| | 313 Mixed | 315 Mixed | | 314 Mixed | |
| | Daily Ex. Sat. and Mon. | Saturday | | | |
| BCWY OKZ | 12.01 AM | 12.30 PM | DN-R BEND YL ND | 150.0 | A 7.35 AM |

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 | O.O | 12.44 AM |
| (150.0) | | | | | | Daily Ex. Sunday |
| | (8.24) | (7.00) | Thru Time | (6.51) | | |
| | 17.8 | 21.4 | Average Speed per Hour | 21.0 | | |

BEND BRANCH SHOWN FOR INFORMATION ONLY.

| WESTWARD | | GRAYS HARBOR BRANCH | | EASTWARD | |
|---|--------------|---------------------------------------|----------------------|------------------------------|--------------|
| | | Time-Table No. 32 October 24, 1943 | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A). | | STATIONS | | Mile Post | |
| SECOND CLASS | | | | SECOND CLASS | |
| | 307 Mixed | 309 CMSt.P&P Fast Frt. | | 308 CMSt.P&P Fast Frt. | 306 Mixed |
| | Daily | Daily Except Sunday | | | |
| BJKOP TVWYZ | 3.15 AM | | DN-R CENTRALIA YL CN | 0.0 | A 1.15 AM |
| 2.4 | | | | | |

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 | | | | N. P. CROSSING | 2.4 | |
| M | | | | C. M. St. P. & P. CROSSING | 2.4 | |
| | | | | RAISCH | 2.6 | |
| 23 | P | f 3.35 | | GALVIN | 5.0 | f 12.43 |
| 43 | JPV | f 3.55 | 2.43 AM | HELSING JUNCTION YL | 12.2 | A 8.00 PM f 12.20 |
| 48 | PW | s 4.00 | 2.55 | N-R INDEPENDENCE YL ND | 13.7 | 7.52 s 12.15 |
| 18 | P | f 4.10 | 3.10 | BALCH | 18.3 | 7.40 f 12.01 AM |
| 52 | P | f 4.25 | 3.25 | CEDARVILLE | 22.2 | 7.30 f 11.45 PM |
| 51 | P | f 4.35 | 3.35 | LANKNER | 26.3 | 7.20 f 11.35 |
| 10 | | f 4.43 | 3.42 | RONY | 28.9 | 7.15 f 11.25 |
| 44 | P | f 4.50 | 3.48 | SAGINAW | 30.8 | 7.10 f 11.20 |
| M | | | | SCHAFFER BROS. CROSSING | 31.5 | |
| Spur PW | | f 5.00 | 3.55 | SOUTH ELMA YL | 32.5 | 7.05 f 11.15 |
| 31 | P | f 5.10 | 4.05 | FULLER | 36.0 | 6.50 f 11.05 |
| 53 | PY | f 5.40 | 4.30 | SOUTH MONTESANO YL | 42.3 | 6.30 f 10.50 |
| | | | | SOUTH MONTESANO YL | 42.3 | |
| PV | | | | D MONTESANO YL MO | 43.8 | |
| 53 | PY | f 5.40 | 4.30 | SOUTH MONTESANO YL | 42.3 | 6.30 f 10.50 |
| 27 | P | f 5.52 | 4.36 | MELBOURNE | 43.8 | 6.14 f 10.30 |
| 32 | PV | f 6.00 | 4.45 | PREACHER'S SLOUGH | 46.7 | 5.50 f 10.20 |
| 83 | JPWY | s 6.15 | 5.00 | COSMOPOLIS YL | 51.2 | 5.35 s 10.05 |
| | | | | N. P. CROSSING | 53.3 | |
| 82 | BKPVZ | s 6.45 AM | 5.15 AM | DN-R ABERDEEN YL SA | 53.9 | 5.20 PM s 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) | Thru Time | (3.00) | (4.00) | | |
| | 14.3 | 14.9 | Average Speed per Hour | 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 | 8.0 | |
| 27 J | | | WABASH YL | 2.2 | |
| BETWEEN WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RY. | | | | | |
| BKOPT | | | DN-R CENTRALIA YL CN | 0.0 | |
| VWYZ | | | (8.0) | | |

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 | October 24, 1943 | | 322 | |
| | | Freight | | | Freight | |
| | | Daily | STATIONS | | | |
| JPVY | | 6.00AM | R | EAST OLYMPIA YL | 0.0 | A 5.50AM |
| | | | | 0.1 | | |
| | | | | N. P. CROSSING | 0.1 | |
| BKPV | | | D-R | OLYMPIA YL OA | 7.4 | 5.30AM |
| WYZ | | A 6.20AM | | (7.4) | | Daily |
| | | | | | | |
| | (0.20) | Thru Time | | (0.20) | | |
| | 22.2 | Average Speed per Hour | | 22.2 | | |

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 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. | |
| Kenneth C. Brown..... | Assistant Surgeon..... | Portland, Ore..... | Portland. |
| Paul E. Shinninger..... | 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. |
| A. H. Johnston..... | Assistant Surgeon..... | Portland, Ore..... | Portland. |
| Harry M. Bouvy..... | Specialist..... | Portland, Ore..... | Portland. |
| 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. McDnnald..... | 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. |