



**UNION PACIFIC RAILROAD COMPANY**  
**NORTHWESTERN DISTRICT**



**OREGON DIVISION**  
**TIME-TABLE**  
**No. 33**

**Effective Sunday,**  
**February 6, 1944**  
**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. 33 Feb. 6, 1944	STATIONS
151 Time Freight	691 Time Freight	153 Time Freight	681 Time Freight	655 Time Freight	299 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			6.35PM		3.40PM			12.57AM	99.5	LA GRANDE
				2.00PM			10.00PM		7.30PM			3.24AM	173.8	PENDLETON
							1.35AM		11.20PM		2.15AM	5.35AM	177.5	RIETH
				9.30PM	6.30AM		1.45AM		11.50PM		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					216.8	UMATILLA
A10.00AM		8.00AM			A8.00AM	2.15AM		A 9.55PM			A 3.45AM		305.3	THE DALLES
		2.30PM		5.10AM		5.00AM	4.50AM		3.40AM			7.50AM	380.3	PORTLAND
						A 7.35AM	A 7.30AM		A 6.30AM	8.45AM		A 9.45AM	394.1	ALBINA
	9.00PM	A 7.30PM	2.00PM	A10.30AM									480.4	CENTRALIA
										11.51AM			534.4	TACOMA
	6.00AM									1.40PM			569.4	ARGO
	A8.00AM		A11.00PM								A 2.55PM		572.5	SEATTLE
(11.00)	(11.00)	(28.30)	(9.00)	(27.30)	(1.30)	(10.35)	(12.55)	(4.40)	(14.50)	(6.10)	(1.30)	(8.48)	.....	Thru Time
						34.7	30.5	39.5	26.2	29.7	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, 16th, 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.  
M. G. Bruener, Trainmaster..... La Grande, Ore.  
D. F. Mahoney, Trainmaster..... Centralia, Wash.  
D. B. Pidecock, 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

R. L. Norris, Road Foreman of Engines..... La Grande, Ore.  
C. Bedingfield, Road Foreman of Engines..... La Grande, Ore.  
W. M. Weise, 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..... Portland, Ore.  
E. E. Raymond, Road Foreman of Engines..... The Dalles, Ore.  
L. W. Althof, 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.  
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. 33 Feb. 6, 1944	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			A 1.30PM
LA GRANDE	289.8		6.15PM		11.13PM	3.25AM			8.00AM					6.20PM			1.05AM
PENDLETON	216.5		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		6.00AM		5.00PM	
THE DALLES	84.0		11.45AM		6.29PM	8.55PM	10.30PM					10.00PM	4.01PM	6.00AM		7.01PM	
PORTLAND	0.0		9.00AM	A 9.40PM	4.30PM	6.30PM	8.00PM						11.00AM				
ALBINA	1.6												4.00AM	A 5.00PM	12.01PM		A 3.45AM
CENTRALIA	91.1			7.06PM													
TACOMA	145.1			5.45PM											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	Daily	Daily
Thru Time.....		(5.25)	(13.05)	(5.10)	(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	35.4	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"	28.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

WESTWARD

FIRST SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			STATIONS
	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	2.00PM	7.00AM	12.01AM	6.35PM	3.40PM	12.57AM	DN-R HUNTINGTON YL HU
74 P	2.25	7.25	12.25	6.45	3.50	1.06	DN LIME BY
74 P	2.35	7.35	12.35	6.51 <sup>160</sup>	3.57	1.13	JETT
71 PW	2.45	7.50	12.45	6.57	4.03	1.18	DN WEATHERBY WX
71 P	2.58	8.04	1.07 <sup>2</sup>	7.04	4.11	1.27	NELSON
WB 75 BKPWO EB 74 Y	3.15	8.20	1.32	7.10	4.20	1.32 <sup>677</sup>	DN DURKEE YL DU
73 P	3.25	8.30	1.50	7.15	4.28	1.38	LEONARD
74 P	3.40	8.45	2.05	7.21	4.37	1.45	DN OXMAN ON
73 P	4.00	9.01 <sup>158</sup>	2.25 <sup>156</sup>	7.29	4.46 <sup>160</sup>	1.52	HINDMAN
WB 75 PWY EB 82	4.20 <sup>160</sup>	9.20	2.40	7.38	4.56	2.00 <sup>156</sup>	PLEASANT VALLEY
WB 91 EB 109 PY	4.40	9.40	2.50	7.45	5.04	2.06	DN ENCINA YL NA
83 P	4.53	9.55	3.01	7.53	5.11	2.12	QUARTZ
WB 93 BKOPW EB 69 YZ	5.15	10.10	3.20	8.07 <sup>26</sup>	5.30	2.20	DN-R BAKER YL BC
74 P	5.35	10.30	3.32	8.19	5.39	2.26	WING
68 P	5.50 <sup>25</sup>	10.45	3.47	8.27	5.50 <sup>699</sup>	2.32	DN HAINES KB
72 P	6.06	10.59	3.59	8.35	5.58	2.37	HUTCHINSON
WB 81 EB 74 PW	6.25	11.13	4.13	8.43	6.07	2.41	DN NORTH POWDER HD
73 P	6.33	11.25 <sup>160</sup>	4.20 <sup>158</sup>	8.47	6.12	2.44	LUN
75 P	6.44	11.38	4.30	8.54 <sup>156</sup>	6.18	2.48	SAGO
WB 73 EB 73 CKPVWY	7.05 <sup>26</sup>	11.50AM	4.45	9.01	6.26	2.52	DN TELOCASET YL WK
79 P	7.25	12.01PM	4.55	9.09	6.35	2.58 <sup>158</sup>	CROOKS
73 P	7.40 <sup>156</sup>	12.10	5.05	9.16	6.45 <sup>26</sup>	3.04	PYLE
70 PVWY	7.52	12.20	5.15	9.22	6.53	3.10	DN UNION JCT. YL UN
74 P	8.01	12.28	5.22	9.28	6.59 <sup>156</sup>	3.14	HOT LAKE
71 P	8.10	12.39	5.30	9.35	7.05	3.18	LONETREE
BCJKOP TWYZ	A 8.30PM	A 12.50PM	A 5.50AM	A 9.45PM	A 7.15PM	A 3.24AM <sup>18</sup>	DN-R LA GRANDE YL Dispr Q RA

Time-Table No. 33  
February 6, 1944

STATIONS		
DN-R	HUNTINGTON	YL HU
DN	LIME	BY
	JETT	
DN	WEATHERBY	WX
	NELSON	
DN	DURKEE	YL DU
	LEONARD	
DN	OXMAN	ON
	HINDMAN	
	PLEASANT VALLEY	
DN	ENCINA	YL NA
	QUARTZ	
DN-R	BAKER	YL BC
	WING	
DN	HAINES	KB
	HUTCHINSON	
DN	NORTH POWDER	HD
	LUN	
	SAGO	
DN	TELOCASET	YL WK
	CROOKS	
	PYLE	
DN	UNION JCT.	YL UN
	HOT LAKE	
	LONETREE	
DN-R	LA GRANDE	YL Dispr Q RA

BLOCK SIGNALS

(6.30) (5.50) (5.40) (3.10) (3.35) (2.27) ..... Thru Time  
15.4 17.1 17.1 31.4 27.7 40.6 ..... Average Speed per Hour

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 Sidings, etc. See Rule 6(A).	FIRST CLASS			SECOND CLASS			STATIONS
	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	DN-R HUNTINGTON YL HU
74 P	6.16	9.45	1.27	12.30	7.20	4.40	DN LIME BY
74 P	6.09	9.36	1.22	12.05PM	6.51 <sup>17</sup>	4.25	JETT
71 PW	6.03	9.28	1.16	11.40AM	6.20	4.10	DN WEATHERBY WX
71 P	5.56	9.18	1.07 <sup>677</sup>	11.14	6.05	3.50	NELSON
WB 75 BKPWO EB 74 Y	5.49	9.10	1.02	10.40	5.50	3.30	DN DURKEE YL DU
73 P	5.42	8.59	12.57	10.10	5.30	3.10	LEONARD
74 P	5.35	8.50	12.51	9.40	5.05	2.50	DN OXMAN ON
73 P	5.29	8.42	12.45	9.01 <sup>655</sup>	4.46 <sup>25</sup>	2.25 <sup>677</sup>	HINDMAN
WB 75 PWY EB 82	5.23	8.32	12.38	8.35	4.20 <sup>699</sup>	2.00 <sup>1</sup>	PLEASANT VALLEY
WB 91 EB 109 PY	5.16	8.24	12.32	8.20	4.00	1.32	DN ENCINA YL NA
83 P	5.06	8.15	12.25	7.55	3.30	12.50	QUARTZ
WB 93 BKOPW EB 69 YZ	4.56	8.07 <sup>17</sup>	12.18 <sup>156</sup>	7.15	2.45	12.18AM <sup>2</sup>	DN-R BAKER YL BC
74 P	4.46	7.46	12.12	5.55	12.50	10.45PM	WING
68 P	4.39	7.38	12.07	5.30	12.26	10.20	DN HAINES KB
72 P	4.32	7.31	12.03AM	5.01	12.01PM	10.01	HUTCHINSON
WB 81 EB 74 PW	4.25	7.23	11.58PM	4.40	11.40AM	9.40	DN NORTH POWDER HD
73 P	4.20 <sup>677</sup>	7.17	11.55	4.20 <sup>18</sup>	11.25 <sup>655</sup>	9.15	LUN
75 P	4.13	7.11	11.49	4.02	11.05	8.54 <sup>17</sup>	SAGO
WB 73 EB 73 CKPVWY	4.08	7.05 <sup>699</sup>	11.44	3.45	10.45	8.30	DN TELOCASET YL WK
79 P	3.58	6.55	11.37	2.58 <sup>1</sup>	10.00	8.10	CROOKS
73 P	3.49	6.45 <sup>25</sup>	11.30	2.20	9.25	7.40 <sup>699</sup>	PYLE
70 PVWY	3.43	6.37	11.25	2.05	9.01	7.20	DN UNION JCT. YL UN
74 P	3.38	6.30	11.22	1.45	8.45	6.59 <sup>25</sup>	HOT LAKE
71 P	3.33	6.24	11.19	1.30	8.30	6.40	LONETREE
BCJKOP TWYZ	3.25AM <sup>1</sup>	6.15PM	11.13PM	1.05AM	8.00AM	6.20PM	DN-R LA GRANDE YL Dispr Q RA

Thru Time ..... (3.05) (3.50) (2.27) (12.25) (12.00) (11.10)  
Average Speed per Hour ..... 32.3 25.9 40.6 8.0 8.3 9.0

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

★Note.—No. 2 will run only on the following dates:  
Due to leave La Grande on the 1st, 7th, 13th, 19th and 25th, of each month.  
The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains and yard engines.  
No. 18 will stop on flag at any station for revenue passengers when destined Cheyenne and beyond.

WESTWARD

SECOND SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A)	SECOND CLASS			FIRST CLASS			
	699	665	677	17	25	1	4
	Time Freight	Time Freight	Time Freight	Passenger	Passenger	STREAMLINER PASSENGER	Passenger
	Daily	Daily	Daily	Daily	Daily	*See note below	Daily
BCJKOP TWYZ	9.30PM	2.00PM	6.40AM	10.00PM	7.30PM	3.24 <sup>18</sup> AM	
74 P				10.09	7.40	3.31	
WB 75 EB 73 PVWY				10.16	7.48	3.36	
73 P				10.24	7.57	3.44	
72 P				10.30	8.04	3.50	
70 P (W.M.P. 275.1)				10.35	8.10	3.56	
				10.38 <sup>2</sup>	8.15	4.00	
C 71 BKOPW Y	11.20	3.40	8.10	10.50	8.21	4.03	
P	11.40PM	3.50	8.20	10.58	8.29	4.08	
WB 108 EB 74 PW	12.05AM	4.15	8.40	11.07	8.39	4.14	
74 P	12.25	4.27	8.55	11.17	8.49 <sup>158</sup>	4.23	
85 P	12.48	4.47 <sup>26</sup>	9.15	11.25	8.58	4.29	
90 PW	1.05 <sup>160</sup>	4.57	9.25	11.31	9.05	4.35	
74 P	1.15	5.05	9.34	11.37	9.11	4.39	
WB 74 EB 74 PWY	1.30 <sup>18</sup>	5.13	9.43	11.44	9.18	4.44	
74 P	1.40	5.24	9.51	11.49	9.25	4.49	
74 P	1.50	5.33	10.01	11.54	9.35 <sup>2</sup>	4.53	
100 P	2.03	5.41	10.10	11.59 <sup>160</sup> PM	9.41	4.57	
WB 78 ER 80 PWY	2.15	5.48	10.18	12.05AM	9.47	5.01	
99 P	2.23	5.55	10.25	12.10	9.53	5.05	
74 P	2.31	6.02	10.35	12.15	9.58	5.08	
100 P	2.40	6.10	10.50 <sup>160</sup>	12.19	10.04	5.11	
74 PW	2.48	6.18 <sup>158</sup>	10.58	12.24	10.09	5.15	
73 P	2.56	6.25	11.05	12.28	10.14	5.18	
72 P	3.05	6.33	11.13	12.33	10.20	5.23	
99 P	3.15	6.40	11.20	12.40 <sup>18</sup>	10.25	5.26	
69 BJKPW YZ	3.25	6.55	11.28	1.05 <sup>160</sup>	10.35 <sup>3</sup>	5.32	2.15AM
				1.35	11.20 <sup>3</sup>	5.35	
BCJKO PTW	A 4.00AM	A 7.30PM	A 11.55AM	A 1.45AM	A 11.35 <sup>18</sup> PM	A 5.43AM	A 2.25AM

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

BLOCK SIGNALS

Time-Table No. 33  
February 6, 1944

STATIONS		
DN-R	LA GRANDE	Dispr Q YL RA
	4.1	
	PERRY	
	3.9	
	HILGARD	YL
	3.7	
	GLOVER	
	2.4	
	MOTANIC	
	2.0	
	BODIE	
	1.9	
	NORDEEN	
	0.9	
DN	KAMELA	YL S
	2.9	
	ROSS	
	3.2	
DN	MEACHAM	YL MH
	4.3	
	PORTER	
	3.2	
DN	HURON	KR
	3.7	
	CAMP	
	2.2	
	NORTH FORK	
	3.4	
DN	DUNCAN	YL NF
	2.9	
	SLOAN	
	3.1	
	CONWAY	
	2.7	
	BONIFER	
	2.4	
DN	GIBBON	YL GI
	2.6	
	TUMIA	
	2.4	
	THORN HOLLOW	
	2.6	
	HOMLY	
	2.4	
DN	CAYUSE	CA
	2.4	
	MINTHORN	
	3.8	
	MISSION	
	2.0	
	MUNRA	
	3.2	
DN	PENDLETON	YL FD
	3.7	
DN-R	RIETH	YL N
	(78.0)	

Thru Time ..... (6.30) (5.30) (5.15) (3.45) (4.05) (2.19) (0.10) ..... Thru Time  
Average Speed per Hour ..... 12.0 14.1 14.8 20.8 19.1 33.7 22.2

Except in Centralized Traffic Control territory, on single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 2 is superior to westward trains of the same class.—See Rule S-72.

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

SECOND SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A)	FIRST CLASS				SECOND CLASS		
	26	2	3	18	156	158	160
	Passenger	STREAMLINER PASSENGER	Passenger	Passenger	Time Freight	Time Freight	Time Freight
BCJKOP TWYZ	6.00PM	11.13PM		3.10 <sup>1</sup> AM	4.30PM	11.45PM	5.20AM
74 P	5.48	11.04		2.59			
WB 75 EB 73 PVWY	5.41	10.57		2.52			
73 P	5.34	10.50		2.44			
72 P	5.29	10.45		2.39			
70 P (W.M.P. 275.1)	5.25	10.41		2.34			
	5.22	10.38 <sup>17</sup>		2.31			
C 71 BKOPW Y	5.20	10.34		2.29	2.45	10.01	3.01
P	5.12	10.27		2.17	2.01	9.35	2.30
WB 108 EB 74 PW	5.05	10.22		2.10 <sup>160</sup>	1.40	9.20	2.10 <sup>18</sup>
74 P	4.54	10.09		1.56	1.05	8.49 <sup>25</sup>	1.35
85 P	4.47 <sup>655</sup>	10.01		1.48	12.45	8.10	1.20
90 PW	4.41	9.55		1.42	12.30	7.55	1.05 <sup>699</sup>
74 P	4.36	9.51		1.36	12.18	7.45	12.55
WB 74 EB 74 PWY	4.30	9.46		1.30 <sup>699</sup>	12.05PM	7.36	12.40
74 P	4.25	9.41		1.25	11.53AM	7.26	12.25
74 P	4.20	9.35 <sup>25</sup>		1.20	11.40	7.18	12.13AM
106 P	4.15	9.31		1.15	11.30	7.10	11.59 <sup>17</sup> PM
WB 78 EB 80 PWY	4.10	9.28		1.10	11.20	7.01	11.40
99 P	4.04	9.25		1.05	11.08	6.40	11.27
74 P	3.59	9.22		1.01	11.01	6.33	11.19
100 P	3.55	9.18		12.57	10.50 <sup>677</sup>	6.25	11.12
74 PW	3.52	9.15		12.53	10.43	6.18 <sup>655</sup>	11.05
73 P	3.48	9.12		12.49	10.35	6.01	10.57
72 P	3.44	9.08		12.45	10.23	5.50	10.50
99 P	3.40	9.04		12.40 <sup>17</sup>	10.15	5.40	10.43
69 BJKPW YZ	3.35	8.58		12.35	10.01	5.30	10.35 <sup>25</sup>
	3.15	8.55		12.05AM			
BCJKO PTW	3.05PM	8.46PM	11.10PM	11.50 <sup>25</sup> PM	9.30AM	5.00PM	10.00PM
	Daily	* See note below	Daily	Daily	Daily	Daily	Daily

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

BLOCK SIGNALS

Time-Table No. 33  
February 6, 1944

STATIONS		
DN-R	LA GRANDE	Dispr Q YL RA
	4.1	
	PERRY	
	3.9	
	HILGARD	YL
	3.7	
	GLOVER	
	2.4	
	MOTANIC	
	2.0	
	BODIE	
	1.9	
	NORDEEN	
	0.9	
DN	KAMELA	YL S
	2.9	
	ROSS	
	3.2	
DN	MEACHAM	YL MH
	4.3	
	PORTER	
	3.2	
DN	HURON	KR
	3.7	
	CAMP	
	2.2	
	NORTH FORK	
	3.4	
DN	DUNCAN	YL NF
	2.9	
	SLOAN	
	3.1	
	CONWAY	
	2.7	
	BONIFER	
	2.4	
DN	GIBBON	YL GI
	2.6	
	TUMIA	
	2.4	
	THORN HOLLOW	
	2.6	
	HOMLY	
	2.4	
DN	CAYUSE	CA
	2.4	
	MINTHORN	
	3.8	
	MISSION	
	2.0	
	MUNRA	
	3.2	
DN	PENDLETON	YL FD
	3.7	
DN-R	RIETH	YL N
	(78.0)	

Thru Time ..... (2.55) (2.27) (0.10) (3.20) (7.00) (6.45) (7.20)  
Average Speed per Hour ..... 20.7 32.0 22.2 23.4 11.2 11.5 10.6

Except in Centralized Traffic Control territory, on single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 2 is superior to westward trains of the same class.—See Rule S-72.

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

WESTWARD

THIRD SUBDIVISION

Table with columns for Car Capacity, Second Class (655, 677, 153, 299, 699), First Class (25, 1, 11, 4, 17), and Stations. Includes Time-Table No. 33 for February 6, 1944.

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.
\*Notes.—No. 1 will run only on the following dates: Due to leave Rieth on the 8th, 12th, 18th, 24th and 30th, of each month.

THIRD SUBDIVISION

EASTWARD

Table with columns for Time-Table No. 33, Mile Post, First Class (26, 2, 3, 18, 12), Second Class (158, 258, 160, 156), and Stations. Includes Time-Table No. 33 for February 6, 1944.

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.
\*Notes.—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.

WESTWARD					FOURTH SUBDIVISION					Time-Table No. 33		
Car Capacity of Stages, etc. See Rule 6(A).	SECOND CLASS				FIRST CLASS					February 6, 1944		
	677	153	699	655	458	1	11	17	25	STATIONS		
	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	STRAILINER PASSENGER	Passenger	Passenger	Passenger			
	Daily	Daily	Daily	Daily	Daily	★ See note below	Daily	Daily	Daily			
BKOPT WZ	9.30PM	2.30PM	1.00PM	5.10AM		7.50AM	5.00AM	4.50AM	3.40AM	DN-R THE DALLES YL DE-WE		
P	9.40	2.43	1.10	5.30		7.54	5.07	4.57	3.45	CRATES		
110 P	10.03	3.01	1.25	5.45		8.01	5.15	5.05	3.52	ROWENA		
63 P	10.12	3.10	1.35	5.53		8.06	5.20	5.10	3.58	CHATFIELD		
63 P	10.22	3.20	1.45	6.03		8.10	5.25	5.15	4.03	DN MOSIER H		
WB 72 EB 107 BPVW	10.38	3.40	2.05	6.20		8.18	5.40	5.30	4.20	DN HOOD RIVER YL KI		
80 P	11.06	4.01	2.20	6.35		8.24	5.48	5.38	4.28	MENO		
98 P	11.35PM	4.20	2.40	6.50		8.32	5.57	5.47	4.37	LINDSEY		
104 PW	12.10AM	4.28	3.01	7.03		8.38	6.02	5.52	4.43	DN WYETH WE		
102 P	12.20	4.35	3.10	7.18		8.42	6.07	5.57	4.49	FARLEY		
97 P	12.30	4.44	3.18	7.35		8.47	6.13	6.03	4.57	CASCADE LOCKS		
116 PW	12.45	4.54	3.33	7.55		8.54	6.20	6.10	5.05	DN BONNEVILLE MU		
99 P	1.01	5.16	3.43	8.08		9.01	6.27	6.17	5.12	DODSON		
60 P	1.14	5.23	3.51	8.15		9.04	6.33	6.23	5.17	ONEONTA		
100 PZ	1.25	5.35	4.05	8.25		9.10	6.40	6.30	5.25	MULTNOMAH FALLS		
98 P	1.35	5.45	4.13	8.35		9.14	6.46	6.37	5.31	DN BRIDAL VEIL JU		
59 P	1.45	5.55	4.23	8.45		9.17	6.52	6.44	5.37	ROOSTER ROCK		
157 BIJPTW	2.01	6.05	4.39	8.55		9.21	6.58	6.51	5.45	CORBETT		
51 P	VIA KENTON	VIA KENTON	VIA KENTON	VIA KENTON		9.24	7.04	6.57	5.55	TAYLOR		
53 P	VIA KENTON	VIA KENTON	VIA KENTON	VIA KENTON		9.30	7.12	7.06	6.03	DN TROUTDALE SN		
28 P	VIA KENTON	VIA KENTON	VIA KENTON	VIA KENTON		9.34	7.17	7.11	6.09	FAIRVIEW FA		
17 P	VIA KENTON	VIA KENTON	VIA KENTON	VIA KENTON		9.37	7.21	7.16	6.15	CLARNIE		
51 P	2.15	6.20	5.01	9.08						GRAHAM YL		
100 P	2.30	6.35	5.20	9.20						BRUN YL		
78 P	2.45	6.50	6.00	9.55						HEMLOCK		
IJPV						9.15PM				DN FIR YL FR		
IJPY						9.18				DN KENTON YL		
IJP	3.10	7.10	6.40	10.08		9.22				KENTON Yard KO Agent KN		
BCKOPT WZ	A 3.30AM	A 7.30PM	A 7.00PM	A 10.30AM						DN NORTH PORTLAND JCT. YL KD		
IJPVY										PENINSULA JCT. YL		
BIKPV										ST. JOHNS JCT. YL		
										DN-R ALBINA YL B Dispr. X		
						9.32	9.40	7.26	7.21	6.20	EAST PORTLAND YL	
										UNITED RY. CROSSING		
						9.40PM	9.45AM	7.35AM	7.30AM	6.30AM	DN-R PORTLAND P-VC	
										(84.0)		

(6.00)	(5.00)	(6.00)	(5.20)	(0.25)	(1.55)	(2.35)	(2.40)	(2.50)	..... Thru Time
14.8	17.7	14.8	15.7	16.3	43.8	32.5	31.5	28.0	..... 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					Time-Table No. 33		
Car Capacity of Stages, etc. See Rule 6(A).	SECOND CLASS				FIRST CLASS					February 6, 1944		
	457	26	2	18	12	160	156	158	STATIONS			
	Passenger	Passenger	STRAILINER PASSENGER	Passenger	Passenger	Time Freight	Time Freight	Time Freight				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
BKOPT WZ	9.30PM	2.30PM	1.00PM	5.10AM		7.50AM	5.00AM	4.50AM	3.40AM	DN-R THE DALLES YL DE-WE		
P	9.40	2.43	1.10	5.30		7.54	5.07	4.57	3.45	CRATES		
110 P	10.03	3.01	1.25	5.45		8.01	5.15	5.05	3.52	ROWENA		
63 P	10.12	3.10	1.35	5.53		8.06	5.20	5.10	3.58	CHATFIELD		
63 P	10.22	3.20	1.45	6.03		8.10	5.25	5.15	4.03	DN MOSIER H		
WB 72 EB 107 BPVW	10.38	3.40	2.05	6.20		8.18	5.40	5.30	4.20	DN HOOD RIVER YL KI		
80 P	11.06	4.01	2.20	6.35		8.24	5.48	5.38	4.28	MENO		
98 P	11.35PM	4.20	2.40	6.50		8.32	5.57	5.47	4.37	LINDSEY		
104 PW	12.10AM	4.28	3.01	7.03		8.38	6.02	5.52	4.43	DN WYETH WE		
102 P	12.20	4.35	3.10	7.18		8.42	6.07	5.57	4.49	FARLEY		
97 P	12.30	4.44	3.18	7.35		8.47	6.13	6.03	4.57	CASCADE LOCKS		
116 PW	12.45	4.54	3.33	7.55		8.54	6.20	6.10	5.05	DN BONNEVILLE MU		
99 P	1.01	5.16	3.43	8.08		9.01	6.27	6.17	5.12	DODSON		
60 P	1.14	5.23	3.51	8.15		9.04	6.33	6.23	5.17	ONEONTA		
100 PZ	1.25	5.35	4.05	8.25		9.10	6.40	6.30	5.25	MULTNOMAH FALLS		
98 P	1.35	5.45	4.13	8.35		9.14	6.46	6.37	5.31	DN BRIDAL VEIL JU		
59 P	1.45	5.55	4.23	8.45		9.17	6.52	6.44	5.37	ROOSTER ROCK		
157 BIJPTW	2.01	6.05	4.39	8.55		9.21	6.58	6.51	5.45	CORBETT		
51 P	VIA KENTON	VIA KENTON	VIA KENTON	VIA KENTON		9.24	7.04	6.57	5.55	TAYLOR		
53 P	VIA KENTON	VIA KENTON	VIA KENTON	VIA KENTON		9.30	7.12	7.06	6.03	DN TROUTDALE SN		
28 P	VIA KENTON	VIA KENTON	VIA KENTON	VIA KENTON		9.34	7.17	7.11	6.09	FAIRVIEW FA		
17 P	VIA KENTON	VIA KENTON	VIA KENTON	VIA KENTON		9.37	7.21	7.16	6.15	CLARNIE		
51 P	2.15	6.20	5.01	9.08						GRAHAM YL		
100 P	2.30	6.35	5.20	9.20						BRUN YL		
78 P	2.45	6.50	6.00	9.55						HEMLOCK		
IJPV						9.15PM				DN FIR YL FR		
IJPY						9.18				DN KENTON YL		
IJP	3.10	7.10	6.40	10.08		9.22				KENTON Yard KO Agent KN		
BCKOPT WZ	A 3.30AM	A 7.30PM	A 7.00PM	A 10.30AM						DN NORTH PORTLAND JCT. YL KD		
IJPVY										PENINSULA JCT. YL		
BIKPV										ST. JOHNS JCT. YL		
										DN-R ALBINA YL B Dispr. X		
						9.32	9.40	7.26	7.21	6.20	EAST PORTLAND YL	
										UNITED RY. CROSSING		
						9.40PM	9.45AM	7.35AM	7.30AM	6.30AM	DN-R PORTLAND P-VC	
										(84.0)		

Thru Time	(0.25)	(2.35)	(1.59)	(2.15)	(2.20)	(5.25)	(4.39)	(3.50)
Average Speed per Hour	16.3	32.5	42.4	37.3	30.0	16.4	19.1	23.1

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

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.

\*Note.—No. 2 will run only on the following dates: Due to leave Portland on the 1st, 7th, 13th, 19th and 25th, of each month. The time of Nos. 1 and 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains and yard engines. Trains and engines will be governed by Northern Pacific Terminal Company's rules and regulations while in its yard at Portland.

No. 12 will stop on flag at any station between Portland and Umatilla for revenue passengers to Washington Division.

No. 26 will stop on flag at Corbett and Multnomah Falls for revenue passengers, mail and express to and from any point.

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



WESTWARD				JOSEPH BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 33 February 6, 1944				SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6(A).				Mile Post				Mile Post					
			305 Mixed Daily Except Sunday				304 Mixed						
28	OWY			83.8	D-R	JOSEPH	YL J	83.8	A	10-15AM			
22			11-45AM	78.8	D	ENTERPRISE	YL RS	78.8	A	10-00			
39			12-30PM	67.8		LOSTINE		67.8	A	9-07			
27	WY		1-10	60.0	D	WALLOWA	YL WO	60.0	A	8-50			
Spur				56.7		SEVIER		56.7					
21			1-22	54.1		WADE		54.1		8-30			
12	{W.M.P. 49.0}		1-42	47.1		MINAM		47.1	A	8-10			
Spur			1-58	40.6		VINCENT		40.6		7-54			
7				37.2		RONDOWA		37.2					
40	{W.M.P. 32.6}		2-15	33.8		LOOKING GLASS		33.8		7-37			
32			2-37	25.1		GULLING		25.1		7-15			
25	WY		2-50	20.9	D	ELGIN	YL GN	20.9	A	7-05			
18			3-15	12.8	D	IMBLER	BR	12.8	A	6-32			
20			3-25	8.4		ALICEL		8.4		6-22			
6				5.9		CONLEY		5.9					
12			3-40	2.6		ISLAND CITY		2.6		6-10			
BCJKOP TWYZ			A 4-00PM	0.0	DN-R	LA GRANDE	Dispr Q YL RA	0.0		6-00AM			
				(4.15) 19.7	Thru Time Average Speed per Hour				(4.15) 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	
		Time-Table No. 33 February 6, 1944			
Car Capacity of Sidings, etc. See Rule 6(A).			Mile Post		
BCJKOP TW			0.0	DN-R	RIETH YL N
Spur			2.8		McBEE
22			6.7		SPARKS
Spur			11.2		LENS
18	TW		14.9	D	PILOT ROCK YL RO
				(14.9)	

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

WESTWARD				HEPPNER BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 33 February 6, 1944				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6(A).				Mile Post				Mile Post				
			329 Mixed Monday, Wednesday and Friday				330 Mixed				326 Mixed	
39	BKOPT WY			45.2	D-R	HEPPNER	YL HR	45.2	A	2-15PM	A	8-15PM
19	P		7-00AM	36.3		LEXINGTON		36.3		1-35		7-35
7			7-20	31.0		JORDAN		31.0		1-10		7-10
15	PW		7-35	28.3		IONE	ON	28.3		12-55		6-55
			7-55	25.2		McNAB		25.2		12-35		6-35
18			8-10	19.8		MORGAN		19.8		12-20		6-20
3	W		8-30	14.5		CECIL		14.5		12-01PM		6-01
19	JP		8-55	0.0	N-R	HEPPNER JCT.	YL WI	0.0		11-20AM		5-20PM
				(2.45) 16.4	Thru Time Average Speed per Hour				(2.55) 15.5	(2.55) 15.5		

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

WESTWARD				CONDON BRANCH				EASTWARD				
SECOND CLASS				Time-Table No. 33 February 6, 1944				SECOND CLASS				
Car Capacity of Sidings, etc. See Rule 6(A).				Mile Post				Mile Post				
			325 Mixed Saturday		327 Mixed Tuesday and Thursday				328 Mixed			
26	BKPV WY			44.5	D-R	CONDON	YL CD	44.5	A	2-15PM		
22			1-00PM	36.3		GWENDOLEN		36.3		1-30		
27			1-25	32.3		SPEECE		32.3		1-10		
26			1-45	28.6		CLEM		28.6		12-50		
29	PW		2-00	24.4		MIKKALO		24.4		12-30		
27			2-20	19.7		BARNETT		19.7		12-10PM		
11	PW		2-40	16.0		ROCK CREEK		16.0		11-55AM		
29			3-00	7.3		SHUTLER		7.3		11-25		
WB 126 JOPTW EB 118			3-30	0.0	DN-R	ARLINGTON	YL MX	0.0		11-00AM		
				(3.00) 14.8	Thru Time Average Speed per Hour				(3.00) 14.8	(3.15) 13.7		

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



WESTWARD		GRASS VALLEY BRANCH			EASTWARD	
		Time-Table No. 33 February 6, 1944				
		STATIONS			Mile Post	
		KENT 6.7			52.5	
		BOURBON 7.3			45.8	
		D GRASS VALLEY VY 7.2			38.5	
		ERSKINE 4.3			31.3	
		D MORO MR 3.1			27.0	
		DE MOSS 3.9			23.9	
		Spur NISH 0.8			20.0	
		Spur HAY CANYON 3.5			19.2	
		Spur SANDON 1.4			15.6	
		16 KLONDIKE 4.5			14.2	
		32 PW D WASCO WA 4.5			9.7	
		6 THORNBERRY 5.2			5.2	
		80 JPY DN-R BIGGS YL BX 5.2			0.0	
		(52.5)				

..... 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. 33 February 6, 1944				
		STATIONS			Mile Post	
		DN-R BEND YL ND			150.0	
		A 8.25 AM A 7.30 PM N OREGON TRUNK JUNCTION VO			0.0	
		(150.0)				
		Daily Ex. Sunday				
		(8.24) (7.00) ..... Thru Time ..... (6.51)				
		17.8 21.4 ..... Average Speed per Hour..... 21.9				

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

**BEND BRANCH SHOWN FOR INFORMATION ONLY.**

WESTWARD		GRAYS HARBOR BRANCH			EASTWARD	
		Time-Table No. 33 February 6, 1944				
		STATIONS			Mile Post	
		DN-R CENTRALIA YL CN			0.0	
		A 1.15 AM				

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

WESTWARD		GRAYS HARBOR BRANCH			EASTWARD	
		Time-Table No. 33 February 6, 1944				
		STATIONS			Mile Post	
		DN-R CENTRALIA YL CN			0.0	
		A 1.15 AM				

  

WESTWARD		GRAYS HARBOR BRANCH			EASTWARD	
		Time-Table No. 33 February 6, 1944				
		STATIONS			Mile Post	
		DN-R CENTRALIA YL CN			0.0	
		A 1.15 AM				

  

WESTWARD		GRAYS HARBOR BRANCH			EASTWARD	
		Time-Table No. 33 February 6, 1944				
		STATIONS			Mile Post	
		DN-R CENTRALIA YL CN			0.0	
		A 1.15 AM				

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

WESTWARD		GRAYS HARBOR BRANCH			EASTWARD	
		Time-Table No. 33 February 6, 1944				
		STATIONS			Mile Post	
		DN-R CENTRALIA YL CN			0.0	
		A 1.15 AM				

(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. 33			
		February 6, 1944			
		STATIONS			Mile Post
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 VWYZ		DN-R CENTRALIA YL CN		0.0
(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. 33		SECOND CLASS	
			February 6, 1944			
			STATIONS			
			EAST OLYMPIA YL		0.0	
			N. P. CROSSING		0.1	
			OLYMPIA YL OA		7.4	
(7.4)						

(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.....	E. A. McElvain
Hermiston.....	A. W. Behrman
The Dalles.....	Norman E. Potter
Portland.....	N. L. Nielson
Portland.....	Roy & Molin

Portland.....	Dillon Rogers
Centralia.....	C. R. Ahern
Tacoma.....	Mierow's
Seattle.....	Benn Tipp
Heppner.....	J. O. Peterson
Hoquiam.....	Kneipps Jewelry Co.
Aberdeen.....	Witamaki 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
Telocaset.....	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
Grass Valley.....	Telegraph Office

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

**Railroad Surgeons are located as shown below:**

Name	Title	Place	Territory
Ralph M. Dodson.....	Chief Surgeon.....	Portland, Oregon.	Portland.
Kenneth C. Brown.....	Assistant Surgeon.....	Portland, Ore.....	East Portland south of Sullivan's Gulch.
Paul E. Shiningier.....	Assistant Surgeon.....	Portland, Ore.....	East Portland north of Sullivan's Gulch.
Carl H. Bastron.....	Assistant Surgeon.....	Portland, Ore.....	Portland.
A. H. Johnston.....	Assistant Surgeon.....	Portland, Ore.....	Portland.
Harry M. Bouvy.....	Specialist.....	Portland, Ore.....	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. McDonald.....	Surgeon.....	Hoquiam, Wash.....	Centralia to Hoquiam.
Ross D. Wright.....	Surgeon.....	Tacoma, Wash.....	Tenino to Auburn.
Lewis A. Hopkins.....	Surgeon.....	Tacoma, Wash.....	Tenino to Auburn.
L. Fred Lundy.....	Surgeon.....	Seattle, Wash.....	Tacoma to Seattle.
Francis H. Brown.....	Surgeon.....	Seattle, Wash.....	Seattle and Argo.
S. M. Samuels.....	Specialist.....	Seattle, Wash.....	Portland to Seattle.