

Dad

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD &
NAVIGATION COMPANY



Oregon Division

TIME-TABLE No. 7

**Effective Sunday,
June 23, 1935**

At 12:01 A. M. Pacific Time



FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS				FIRST CLASS							Distance from Huntington	Time-Table No. 7
691	251	255	259	561	11	112	1	17	5	21		June 23, 1935
Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	STREAMLINER PASSENGER	Passenger	Mail and Express	Passenger	STATIONS	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	SEE ★ NOTE BELOW	Daily	Daily	Daily		
		4.15AM					11.50PM	6.10PM		10.15AM	0.0	
		10.00AM					2.02AM	9.20PM		1.10PM	99.5	
						12.13AM	3.58AM	11.56PM		3.35PM	173.8	
		5.00PM	2.45PM				4.03AM				177.5	
	10.10PM										400.3	
	2.50AM						9.45PM				296.4	
	7.30AM						11.59PM				243.1	
	12.01PM						1.25AM				215.8	
	7.00PM	12.30AM	A 4.00PM			A 1.30AM	2.25AM				305.3	
							A 4.40AM				389.5	
								6.05AM	5.05AM	3.45AM	394.3	
	7.30PM	A 5.00AM	A 6.00AM					A 8.00AM	A 7.35AM	A 6.10AM	A 9.00PM	
	12.30AM										389.5	
	5.00AM										394.3	
	A 6.45AM										480.6	
											534.6	
											569.6	
											572.7	
											572.7	
											(572.7)	
(11.15)	(30.50)	(25.45)	(1.15)	(5.45)	(6.55)	(1.17)	(8.10)	(13.25)	(2.25)	(10.45)	..... Thru Time
				31.8	41.0	32.7	47.7	29.0	34.8	36.2	..... Average Speed per Hour

★Note.—No. 1 will run only on the following dates:
Due to leave Huntington on the 4th, 9th, 14th, 19th, 24th and 29th, of each month.

WESTWARD

JOSEPH BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, touring stations, scales and telephones.	FIRST CLASS		Distance from Joseph	Time-Table No. 7 June 23, 1935		Distance from La Grande	FIRST CLASS	
	589	587		STATIONS			586	588
	Mixed	Passenger					Passenger	Mixed
	Daily	Sunday						
	Ex. Sun.							
1,504	WFY	1.15PM	1.15PM	0.0	D-R	JOSEPH	J	
1,672		s 1.30	s 1.30	5.8	D	ENTERPRISE	Rs	
2,000		s 1.55	s 1.55	16.0	D	LOSTINE	Ns	
1,448	WY	s 2.12	s 2.12	23.8	D	WALLOWA	Wo	
1,202		f 2.25	f 2.25	29.7		WADE		
753	{ W M.P. } 49.0	s 2.45	s 2.45	36.7		MINAM		
Spur		f 3.02	f 3.02	43.2		VINCENT		
2,098	{ W M.P. } 32.6	s 3.20	s 3.20	50.0		LOOKING GLASS		
1,678		f 3.40	f 3.40	58.7		GULLING		
1,834	Y	s 3.55	s 3.55	62.9	D	ELGIN	Gn	
Spur		f	f	68.4		RHINEHART		
1,294		s 4.15	s 4.15	71.5	D	IMBLER	Br	
1,125		f 4.25	f 4.25	75.4		ALICEL		
430		f	f	77.9		CONLEY		
715		f 4.40	f 4.40	81.2		ISLAND CITY		
WFTYOP		A 4.50PM	A 4.50PM	83.8	DN-R	LA GRANDE	Dispr Q Ra	
						(83.8)		
						83.8	A 12.15PM	
						78.0	s 11.55AM	
						67.8	s 11.28	
						60.0	s 11.10	
						54.1	f 10.52	
						47.1	s 10.32	
						40.6	f 10.14	
						33.8	s 9.55	
						25.1	f 9.35	
						20.9	s 9.25	
						15.4	f	
						12.3	s 9.05	
						8.4	f 8.55	
						5.9	f	
						2.6	f 8.40	
						0.0	f 8.40	
							8.30AM	
							8.30AM	
							Daily Ex. Sun.	
							Sunday	
							(3.45)	
							(3.45)	
							22.3	
							22.3	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Except that No. 2 is superior to Westward trains of the same class.

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 7 June 23, 1935	Distance from Portland	FIRST CLASS						SECOND CLASS		
		14	2	12	18	111	458	260	252	692
		Mixed	STREAMLINER PASSENGER	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight
STATIONS										
HUNTINGTON	389.5	A 9.00PM	A 12.10AM		A 8.55AM			A 6.30AM		
LA GRANDE	290.0	6.00PM	9.57PM		6.00AM			7.30PM		
PENDLETON	215.7	3.30PM	7.46PM		3.30AM	A 3.20AM				
RIETH	212.0		7.41PM					12.05PM		
SPOKANE	367.5			A 7.00AM					A 1.30AM	
AYER	263.6			4.20AM					7.50PM	
WALLULA	210.3			3.10AM					5.30PM	
UMATILLA	183.0			2.10AM		2.15AM		9.30AM	4.00PM	
THE DALLES	84.2	11.30AM	5.35PM	11.45PM	11.55PM				4.50AM	
PORTLAND	0.0	8.45AM	3.45PM	9.30PM	9.35PM		A 9.20PM			
ALBINA	1.6									
CENTRALIA	91.1						6.51PM		11.30PM	A 6.00AM
TACOMA	145.1						5.30PM			2.20AM
ARGO	180.1									11.15PM
SEATTLE	183.2									9.30PM
(57.7)		Daily	SEE ★ NOTE BELOW	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....		(12.15)	(8.25)	(9.30)	(11.20)	(1.05)	(5.00)	(21.00)	(26.00)	(8.30)
Average Speed per Hour.....		31.6	46.3	38.6	34.4	38.8	36.6			

★Note.—No. 2 will run only on the following dates:
Due to leave Portland on the 1st, 6th, 11th, 16th, 21st and 26th, of each month.

MILEAGE

OREGON DIVISION	WASHINGTON DIVISION	GRAND TOTAL
Main Line..... 619.09	Main Line..... 183.64	Main Line..... 802.73
Branches..... 508.72	Branches..... 696.87	Branches..... 1205.59
Total..... 1127.81	Total..... 880.51	Total..... 2008.32

WESTWARD	PILOT ROCK BRANCH		EASTWARD
Length of sidings in feet and location of water, fuel, in- terlocking plants, turning stations, scales and tele- phones.		Distance from Rieth	Distance from Pilot Rock
	Time-Table No. 7 June 23, 1935		
		STATIONS	
WFTP	0.0	DN-R RIETH N	14.9
Spur	2.8	2.8 McBEE	12.1
1,198	6.7	3.0 SPARKS	8.2
Spur	11.2	4.5 LENS	3.7
1,064 WT	14.9	3.7 D PILOT ROCK Ro	0.0
		(14.9)	

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
36"	100	1' 10"	51.4
38"	94.7	1' 12"	50
40"	90	1' 15"	48
42"	85.7	1' 20"	45
45"	80	1' 25"	42.3
48"	75	1' 30"	40
49"	73.5	1' 40"	36
50"	72	1' 45"	34.3
51"	70.6	1' 50"	32.7
52"	69.2	2'	30
53"	67.9	2' 10"	27.6
54"	66.6	2' 15"	26.6
55"	65.4	2' 20"	25.7
56"	64.2	2' 30"	24
57"	63.1	2' 40"	22.5
58"	62	2' 45"	21.8
59"	61	2' 50"	21.2
1'	60	3'	20
1' 1"	59	3' 9"	19
1' 2"	58	3' 20"	18
1' 3"	57.1	3' 31"	17
1' 4"	56.2	3' 45"	16
1' 5"	55.3	4'	15
1' 6"	54.5	5'	12
1' 7"	53.7	6'	10
1' 8"	52.9	7' 30"	8
1' 9"	52.1	10'	6

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

WESTWARD

FIRST SUBDIVISION

Time-Table No. 7

June 23, 1935

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS			Distance from Huntington	STATIONS	
		255	1	17	21			HUNTINGTON
		Time Freight	STREAMLINER PASSENGER	Passenger	Passenger			
		Daily	SEE ★ NOTE BELOW	Daily	Daily			
WFTYOP		4.15AM	11.50PM	6.10PM	10.15AM	0.0	DN-R HUNTINGTON Hu	
3,712 P		4.30	11.59PM	6.19	10.25	4.8	D LIME By	
3,749 P		4.40	12.05AM	6.23	10.30	8.6	JETT	
3,711 WP		4.55	12.10	6.28	10.36	12.2	WEATHERBY	
3,712 P		5.07	12.19	6.36	10.44	17.1	NELSON	
WB 3,707 EB 3,708 WYP		5.15	12.23	6.42	10.50	20.6	DN DURKEE Du	
3,712 P		5.25	12.28	6.47	10.55	24.2	LEONARD	
3,712 P		5.35	12.35	6.55	11.03	27.7	UNITY	
3,716 {W M.P. 359.4} P		5.45	12.42	7.03	11.11	30.8	HINDMAN	
WB 3,725 EB 3,112 WFYP		5.55	12.49	7.11	11.16	34.0	D PLEASANT VALLEY	
3,964 YP		6.05	12.55	7.17	11.23	37.6	ENCINA	
3,240 P		6.18	1.01	7.24	11.30	41.9	QUARTZ	
WB 9,021 EB 3,122 WFYOP		6.30	1.07	7.35	11.41	47.7	DN BAKER Bo	
3,729 P		6.38	1.12	7.44	11.47	52.2	WING	
3,324 P		7.01	1.16	7.54	11.55AM	58.1	D HAINES Kb	
3,696 P		7.12	1.20	8.05	12.02PM	62.8	HUTCHINSON	
WB 4,047 EB 3,710 WP		7.22	1.24	8.12	12.09	67.4	D NORTH POWDER Hd	
3,706 P		7.30	1.27	8.17	12.13	70.4	LUN	
3,719 P		7.40	1.33	8.23	12.19	74.1	SAGO	
WB 3,708 EB 3,733 WFYP		7.49	1.36	8.28	12.24	76.9	DN TELOCASET Wk	
4,029 P		8.00	1.42	8.34	12.30	80.9	CROOKS	
3,714 P		8.10	1.47	8.40	12.36	84.2	PYLE	
3,504 WYP		8.20	1.51	8.45	12.41	87.1	D UNION JCT. Un	
3,817 P		8.30	1.54	8.50	12.49	90.7	HOT LAKE	
3,718 P		8.40	1.57	8.55	12.54	94.5	LONETREE	
WFTYOP		A 9.00AM	A 2.02AM	A 9.05PM	A 1.04PM	99.5	DN-R LA GRANDE Dispr Q Ra	

STATIONS		
DN-R	HUNTINGTON	Hu
	4.8	
D	LIME	By
	3.8	
	JETT	
	3.6	
	WEATHERBY	
	4.9	
	NELSON	
	3.5	
DN	DURKEE	Du
	3.6	
	LEONARD	
	3.5	
	UNITY	
	3.1	
	HINDMAN	
	3.2	
D	PLEASANT VALLEY	
	3.6	
	ENCINA	
	4.3	
	QUARTZ	
	5.8	
DN	BAKER	Bo
	4.5	
	WING	
	5.9	
D	HAINES	Kb
	4.7	
	HUTCHINSON	
	4.6	
D	NORTH POWDER	Hd
	3.0	
	LUN	
	3.7	
	SAGO	
	2.8	
DN	TELOCASET	Wk
	4.0	
	CROOKS	
	3.3	
	PYLE	
	2.9	
D	UNION JCT.	Un
	3.6	
	HOT LAKE	
	3.8	
	LONETREE	
	5.0	
DN-R	LA GRANDE	Dispr Q Ra

W. B.—Westward Siding.	(4.45)	(2.12)	(2.55)	(2.49)	..... Thru Time
E. B.—Eastward Siding.	20.9	45.2	34.1	35.3	..... Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

★Note.—No. 1 will run only on the following dates:
 Due to leave Huntington on the 4th, 9th, 14th, 19th, 24th and 29th, of each month.
 The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than thirty minutes by second class and extra trains.

- Nos. 17 and 21 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.
- No. 17 will stop on flag at Hot Lake to pick up passengers for stations on Oregon Division at which No. 17 scheduled to stop and for stations on Washington Division.
- No. 21 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

Time-Table No. 7

June 23, 1935

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.

WFTYOP	
3,712	P
3,749	P
3,711	WP
3,712	P
WB 3,707	WYP
EB 3,708	
3,712	P
3,712	P
3,716	P
WB 3,725	WFYP
EB 3,112	
3,904	YP
3,240	P
WB 9,021	WFYOP
EB 3,122	
3,729	P
3,324	P
3,696	P
WB 4,047	WP
EB 3,710	
3,706	P
3,719	P
WB 3,708	WFYP
EB 3,733	
4,029	P
3,714	P
3,504	WYP
3,817	P
3,713	P
WFTYOP	

STATIONS		
DN-R	HUNTINGTON	Hu
	4.8	
D	LIME	By
	3.8	
	JETT	
	3.6	
	WEATHERBY	
	4.9	
	NELSON	
	3.5	
DN	DURKEE	Du
	3.6	
	LEONARD	
	3.5	
	UNITY	
	3.1	
	HINDMAN	
	3.2	
D	PLEASANT VALLEY	
	3.6	
	ENCINA	
	4.3	
	QUARTZ	
	5.8	
DN	BAKER	Bc
	4.5	
	WING	
	5.9	
D	HAINES	Kb
	4.7	
	HUTCHINSON	
	4.6	
D	NORTH POWDER	Hd
	3.0	
	LUN	
	3.7	
	SAGO	
	2.8	
DN	TELOCASET	Wk
	4.0	
	CROOKS	
	3.3	
	PYLE	
	2.9	
D	UNION JCT.	Un
	3.6	
	HOT LAKE	
	3.8	
	LONETREE	
	5.0	
DN-R	LA GRANDE	Dispr Q Ra
	(99.5)	

Distance from Portland

FIRST CLASS

SECOND CLASS

18 Passenger	14 Mixed	2 STREAMLINER PASSENGER	260	
			Time	Freight
A 8:55AM	A 9:00PM	A 12:10AM	A 6:30AM	
8:40	f 8:49	11:59PM	5:50	
8:33	8:44	11:55	5:25	
8:26	8:39	11:50	4:55	
8:18	8:32	11:42	4:00	
8:13	f 8:27	11:37	3:30	
8:07	8:21	11:33	2:50	
8:00	8:14	11:28	2:20	
7:53	8:07	11:23	1:55	
7:46	8:00	11:16	1:35	
7:40	7:54	11:11	12:55AM	
7:31	7:44	11:04	11:55PM	
s 7:22	s 7:35	10:57	11:30	
7:08	7:20	10:52	10:52	
7:01	f 7:12	10:48	10:20	
6:55	7:05	10:44	10:05	
6:49	f 6:55	10:40	9:50	
6:45	6:50	10:37	9:40	
6:40	6:43	10:30	9:25	
6:36	f 6:38	10:26	9:15	
6:29	6:30	10:20	8:55	
6:22	6:23	10:13	8:40	
6:16	s 6:17	10:08	8:10	
6:11	s 6:12	10:05	7:55	
6:06	6:07	10:02	7:45	
6:00AM	6:00PM	9:57PM	7:30PM	
Daily	Daily	SEE ★ NOTE BELOW	Daily	

W. B.—Westward Siding.	Thru Time.....	(2.55)	(3.00)	(2.13)	(11.00)
E. B.—Eastward Siding.	Average Speed per Hour.....	34.1	33.2	44.9	9.5

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Except that No. 2 is superior to Westward trains of the same class.

★Note.—No. 2 will run only on the following dates:
 Due to leave La Grande on the 1st, 6th, 11th, 16th, 21st and 26th, of each month.
 The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than thirty minutes by second class and extra trains.

No. 18 will stop at North Powder and Haines to discharge revenue passengers from Portland or Washington Division points, or to pick up revenue passengers for stations east of Huntington at which No. 18 scheduled to stop.

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

WESTWARD

SECOND SUBDIVISION

Time-Table No. 7

June 23, 1935

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS				Distance from Huntington	STATIONS	
		255 Time Freight	112 Passenger	17 Passenger	21 Passenger	1 STREAMLINER PASSENGER			Block Signals
		Daily	Daily	Daily	Daily	SEE ★ NOTE BELOW			
WFTYOP		10.00AM		9.20PM	1.10PM	2.02AM	99.5	DN-R LA GRANDE Dispr Q Ra	
3,707 P		10.10		9.25	1.17	2.09	103.6	4.1 PERRY	
WB 3,694 WYP		10.20		9.30	1.23	2.14	107.5	3.9 HILGARD Dy	
EB 3,694		10.30		9.35	1.31	2.22	111.2	3.7 GLOVER	
3,691 P		10.40		9.43	1.37	2.28	113.5	2.3 MOTANIC	
3,715 P		10.50		9.50	1.43	2.34	115.6	2.1 BODIE	
3,985 {W M.P. 275.1} P		10.55		9.55	1.47	2.37	117.5	1.9 EAST END DOUBLE TRACK	
C 3,702 WFYP		11.10		9.58	1.49	2.40	118.4	0.9 DN KAMELA S	
		11.20		10.04	1.54	2.45	121.3	2.9 WEST END DOUBLE TRACK	
WB 5,317 WP		11.40		10.11	f 2.00	2.51	124.5	3.2 DN MBACHAM Mh	
EB 3,702		11.53AM		10.19	2.08	3.00	128.8	4.3 PORTER	
3,702 P		12.13PM		10.25	2.14	3.05	132.0	3.2 HURON	
4,256 WP		12.25		10.31	2.20	3.10	135.7	3.7 CAMP	
4,483 WP		12.30		10.35	2.24	3.14	137.9	2.2 NORTH FORK	
3,731 FP		12.40		10.40	f 2.29	3.18	141.3	3.4 DN DUNCAN Nf	
WB 3,734 WYP		12.48		10.45	2.33	3.22	144.2	2.9 SLOAN	
EB 3,718		12.54		10.50	2.38	3.25	147.3	3.1 CONWAY	
3,713 P		12.59		10.55	2.43	3.29	150.0	2.7 BONIFER	
3,697 P		1.04		11.00	f 2.48	3.32	152.4	2.4 D GIBBON Gi	
5,271 P		1.09		11.05	2.53	3.35	155.0	2.6 TUMIA	
WB 3,718 WYP		1.14		11.09	f 2.57	3.38	157.4	2.4 THORN HOLLOW	
EB 4,397		1.18		11.13	3.01	3.41	160.0	2.6 HOMLY	
4,900 P		1.22		11.17	f 3.05	3.44	162.4	2.4 CAYUSE	
3,695 P		1.26		11.21	3.09	3.46	164.8	2.4 MINTHORN	
4,908 P		1.32		11.27	3.15	3.51	168.6	3.8 MISSION	
3,700 WP		1.36		11.31	3.20	3.53	170.8	2.2 MUNRA	
3,713 P		1.45		11.40	3.30	3.58	173.8	3.0 DN PENDLETON Fd	
3,710 P		A 2.00PM		A 12.23AM	A 12.06AM	A 3.45PM	177.5	3.7 DN-R RIETH N	
4,924 P								(78.0)	

W. B.—Westward Siding.	(4.00)	(0.10)	(2.46)	(2.35)	(2.01)	..... Thru Time
E. B.—Eastward Siding.	19.5	22.2	28.2	30.2	38.7	..... Average Speed per Hour
C.—Center Siding.						

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Except that No. 2 is superior to Westward trains of the same class.

- ★Note.—No. 1 will run only on the following dates:
 Due to leave La Grande on the 5th, 10th, 15th, 20th, 25th and 30th, of each month.
 The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than thirty minutes by second class and extra trains.
- For movement of Washington Division trains between junction and passenger station at Pendleton, see Special Rule 98 (S).
- Nos. 17 and 21 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 7

June 23, 1935

Distance from
Portland

FIRST CLASS

SECOND CLASS

	18	111	14	2	260		
	Passenger	Passenger	Mixed	STREAMLINER PASSENGER	Time Freight		
	A 5.45AM		A 5.50PM	A 9.57PM	A 6.30PM		
	5.33		5.35	9.49	6.10		
	5.26		f 5.28	9.42	5.58		
	5.18		5.20	9.35	5.44		
	5.13		5.15	9.30	5.24		
	5.09		5.11	9.26	5.11		
	5.05		5.07	9.22	4.44		
	5.02		f 5.05	9.20	4.38		
	4.55		4.55	9.13	4.15		
	4.49		f 4.49	9.07	4.00		
	4.39		4.39	8.57	3.38		
	4.32		4.32	8.48	3.15		
	4.26		4.26	8.42	3.05		
	4.22		4.22	8.38	2.58		
	4.17		f 4.17	8.33	2.47		
	4.13		4.13	8.28	2.33		
	4.08		4.08	8.23	2.10		
	4.04		4.04	8.18	2.02		
	4.00		f 4.00	8.15	1.56		
	3.56		3.56	8.12	1.38		
	3.53		f 3.53	8.09	1.29		
	3.49		3.49	8.05	1.18		
	3.44		f 3.46	8.01	1.00		
	3.41		3.43	7.59	12.54		
	3.37		3.38	7.54	12.44		
	3.34		3.35	7.51	12.38		
	s 3.30		3.30				
	3.05		A 3.20AM	s 3.20	7.46	12.23	
	2.55AM		3.10AM	3.10PM	7.41PM	12.05PM	
	Daily		Daily		SEE ★ NOTE BELOW	Daily	

STATIONS		Dispr	Ra
DN-R	LA GRANDE		
	4.1		
	PERRY		
	3.9		
D	HILGARD	Dy	
	3.7		
	GLOVER		
	2.3		
	MOTANIC		
	2.1		
	BODIE		
	1.9		
	EAST END DOUBLE TRACK		
	0.9		
DN	KAMELA	S	
	2.9		
	WEST END DOUBLE TRACK		
	3.2		
DN	MEACHAM	Mh	
	4.3		
	PORTER		
	3.2		
	HURON		
	3.7		
	CAMP		
	2.2		
	NORTH FORK		
	3.4		
DN	DUNCAN	Nf	
	2.9		
	SLOAN		
	3.1		
	CONWAY		
	2.7		
	BONIFER		
	2.4		
D	GIBBON	Gi	
	2.6		
	TUMIA		
	2.4		
	THORN HOLLOW		
	2.6		
	HOMLY		
	2.4		
	CAYUSE		
	2.4		
	MINTHORN		
	3.8		
	MISSION		
	2.2		
	MUNRA		
	3.0		
DN	PENDLETON	Fd	
	3.7		
DN-R	RIETH	N	
	(78.0)		

Length of sidings in feet and location of water, fuel, in-cocking plants, turning stations, scales and tele-phones.

WFTYOP	
3,707	P
WB 3,694	WYP
EB 3,694	
3,691	P
3,715	P
3,985	{ W.M.P., 275.1 } P
C 3,702	WFYP
	P
WB 5,317	WP
EB 3,702	
3,702	P
4,256	WP
4,483	WP
3,731	FP
WB 3,734	WYP
EB 3,718	
3,713	P
3,697	P
5,271	P
WB 3,718	WYP
EB 4,397	
4,900	P
3,695	P
4,908	P
3,700	WP
3,713	P
3,710	P
4,924	P
3,522	WYOP
	WFTP

Block Signals

W. B.—Westward Siding.	Thru Time.....	(2.50)	(0.10)	(2.40)	(2.16)	(6.25)
E. B.—Eastward Siding.	Average Speed per Hour.....	27.5	22.2	29.2	34.4	12.2
C.—Center Siding.						

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Except that No. 2 is superior to Westward trains of the same class.

★Note.—No. 2 will run only on the following dates:
 Due to leave Rieth on the 1st, 6th, 11th, 16th, 21st and 26th, of each month.
 The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than thirty minutes by second class and extra trains.

For movement of Washington Division trains between junction and passenger station at Pendleton, see Special Rule 93 (S).
No. 18 will stop on flag at any station for revenue passengers when destined Cheyenne or beyond.

WESTWARD

THIRD SUBDIVISION

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS					Distance from Huntington	Time-Table No. 7	
	129	259	251	255	11	21	1	112	17		June 23, 1935	
	Mixed	Time Freight	Time Freight	Time Freight	Passenger	Passenger	STREAMLINER PASSENGER	Passenger	Passenger		STATIONS	
	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	SEE NOTE BELOW	Daily	Daily			
WFTP		2.45PM		5.00PM		3.45PM	4.03AM	12.23AM	12.06AM	177.5	DN-R	RIETH N
4,699 P		2.58		5.07		3.50	4.07	12.29	12.11	181.1		BARNHART
4,727 P		3.06		5.13		3.56	4.12	12.35	12.17	186.0		CAMPBELL
650										187.8		YOAKUM
4,716 P		3.12		5.21		4.02	4.17	12.42	12.24	190.9		NOLIN
4,698 WP		3.20		5.30		f 4.10	4.24	f 12.50	12.32	197.4	DN	ECHO Hi
4,706 P		3.25		5.36		f 4.14	4.27	f 12.57	12.37	200.7		STANFIELD Nd
P		3.32		5.43		4.20	4.31	1.05	12.43	205.3	DN	HINKLE Uk
4,703 P		3.40						1.05		205.3	DN	HINKLE Uk
WFTYP		A 4.00PM	12.01PM			2.25AM		f 1.15		209.3	D	HERMISTON Mn
3,110 P				VIA MUNLEY		2.31		A 1.30AM		215.8	DN-R	UMATILLA Cs
3,200 P						f 2.36				220.0		BAILEY
3,200 P						2.42				223.2		IRRIGON
4,980 WFYP				12.50		2.50				226.9		JUDSON
4,930 P			VIA UMATILLA	5.49	VIA UMATILLA	4.24	4.34		12.47	208.7		WESTLAND
4,901 WP				5.56		4.29	4.38		12.52	213.6		MUNLEY
4,905 P				6.04		4.35	4.42		12.58	219.4		CLARKE
4,980 WFYP				12.50	2.50	4.41	4.46		1.05	223.9	DN	MESSNER Fc
650				12.55	2.53	f 4.44	4.48		1.07	225.7	D	BOARDMAN Bd
4,900 P				1.05	6.48	2.56	4.46	4.49	1.18	227.5		PETERS
4,904 P				1.33	6.55	3.00	4.50	4.52	1.34	231.4		CASTLE
5,190 P				1.50	7.04	3.06	4.56	4.57	1.41	237.2		BOULDER
824 TP	11.45PM			1.58	7.13	3.11	5.01	5.00	1.46	241.2	N	HEPPNER JCT. Wi
5,001 P	11.50			2.02	7.18	3.13	5.03	5.02	1.48	242.7		WILLOWS
4,924 P	11.58PM			2.10	7.28	3.18	5.08	5.06	1.53	247.1		SILICA
WB 6,296 EB 5,906 WTP	A 12.05AM			2.30	7.48	s 3.26	s 5.20	5.11	s 2.05	251.7	DN	ARLINGTON Mx
4,940 P				2.45	7.56	3.31	5.25	5.15	2.10	255.4		GILMORE
4,946 WP				3.02	8.06	3.37	f 5.30	5.19	2.16	259.9		BLALOCK
4,917 P				3.12	8.13	3.42	5.34	5.22	2.21	263.9		RAMSAY
4,892 P				3.17	8.17	3.45	5.37	5.24	2.24	266.3		QUINTON
5,000 P				3.27	8.25	3.50	5.42	5.28	2.29	270.6		HOOK
4,947 P				3.34	8.33	3.55	5.46	5.32	2.34	274.6		GOFF
5,165 WP				3.42	8.39	3.58	5.49	5.35	2.38	277.4		DAY
5,000 P				3.50	8.45	4.01	f 5.52	5.37	2.42	280.1		RUFUS
4,926 P				3.57	8.55	4.04	5.57	5.39	2.46	282.7		GRANT
6,656 YP				4.05	9.10	4.09	f 6.02	5.42	s 2.52	285.6	DN	BIGGS Bx
752 WP				4.10	9.15	4.12	6.05	5.45	2.55	287.7		AINSWORTH
2,750				4.15	9.20	4.14	6.07	5.46	2.57	289.2		MILLER
2,625				4.25	9.35	4.19	6.12	5.50	3.05	293.1		CELLO
Spur				4.30	9.40	4.21	6.14	5.51	3.07	294.3		OREGON TRUNK JCT.
3,678				4.42	10.00	4.26	6.18	5.54	3.15	297.8		DILLON
Spur				4.50	10.30	4.32	6.25	5.58	3.25	300.9		DUNE
WFTOP				A 5.00PM	A 11.00PM	A 4.40AM	A 6.35PM	A 6.05AM	A 3.35AM	301.8		BIG EDDY
										305.3	DN-R	THE DALLES Dk-Wh

Block Signals

Block Signals

Block Signals

Double Track

W.B.—Westward Siding. (0.20)	(1.15)	(4.59)	(6.00)	(2.15)	(2.50)	(2.02)	(1.07)	(3.29)	.....	Thru Time
E.B.—Eastward Siding. 31.5	30.6	19.8	21.3	43.9	45.1	62.9	34.3	36.7	.....	Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Except that No. 2 is superior to Westward trains of the same class.

- *Note.—No. 1 will run only on the following dates:
 Due to leave Rieth on the 5th, 10th, 15th, 20th, 25th and 30th, of each month.
 The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than thirty minutes by second class and extra trains.
- No. 11 will stop at any station between Umatilla and The Dalles to discharge revenue passengers from Washington Division.
- No. 17 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.
- No. 21 will stop at any station to discharge revenue passengers from points east of Stanfield.
- No. 21 will stop at Blalock and Rufus to load and unload mail and express, and will stop on flag at Miller, Cello and Big Eddy for mail.

THIRD SUBDIVISION

EASTWARD

Time-Table No. 7

June 23, 1935

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.

Distance from Portland

FIRST CLASS

SECOND CLASS

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	WFTP	Block Signals	STATIONS	Distance from Portland	FIRST CLASS					SECOND CLASS			
					14 Mixed	2 STREAMLINER PASSENGER	12 Passenger	18 Passenger	111 Passenger	252 Time Freight	260 Time Freight	130 Mixed	
			DN-R RIETH N	212.0	A 3.10PM	A 7.41PM		A 2.55AM	A 3.10AM			A 11.30AM	
4,699	P		BARNHART	208.4	2.58	7.36		2.48	3.04			11.15	
4,727	P		CAMPBELL	208.5	2.50	7.31		2.41	2.59			11.05	
650			YOKUM	201.7									
4,716	P		NOLIN	198.6	2.43	7.26		2.34	2.54			10.45	
4,698	WP		DN ECHO Hi	192.1	f 2.33	7.18		2.24	f 2.46			10.25	
4,706	P		STANFIELD Nd	188.8	f 2.25	7.14		2.18	f 2.39			10.15	
	P		DN HINKLE Uk	184.2	2.18	7.09		2.12	2.33			10.00	
4,703	P		DN HINKLE Uk	193.5					2.33			10.00	
	P		D HERMISTON Mn	189.5	VIA MUNLEY	VIA MUNLEY		f 2.25				9.45	
	WFTYP		DN-R UMATILLA Cs	183.0			A 1.55AM		2.15AM	A 9.00AM		9.30AM	
3,110	P		BAILEY	178.8			1.40					8.40	
3,200	P		IRRIGON	175.6			f 1.35					8.33	
3,200	P		JUDSON	171.9			1.30					8.25	
4,980	WFYP		DN MESSNER Fc	165.6			1.23					8.10	
4,930	P		WESTLAND	180.8	2.12	7.06	VIA UMATILLA		2.07				
4,901	WP		MUNLEY	175.9	2.04	7.02			2.00	VIA UMATILLA			
4,905	P		CLARKE	170.1	1.55	6.56			1.54				
4,980	WFYP		DN MESSNER Fc	165.6	1.45	6.51	1.23		1.47			8.10	
650			D BOARDMAN Bd	163.8	f 1.42	6.49	f 1.21		1.43			8.05	
4,900	P		PETERS	162.0	1.38	6.48	1.18		1.39			8.00	
4,904	P		CASTLE	158.1	1.33	6.45	1.14		1.34			7.50	
5,190	P		BOULDER	152.3	1.25	6.40	1.08		1.27			7.38	
824	TP		N HEPPNER JCT. Wi	148.3	1.19	6.35	1.03		1.21			7.30	A 3.50AM
5,001	P		WILLOWS	146.8	1.17	6.34	1.00		1.15			7.25	3.45
4,924	P		SILICA	142.4	1.12	6.30	12.55		1.10			7.15	3.38
WB 6,296 EB 5,906	WTP		DN ARLINGTON Mx	137.8	s 1.05	6.25	s 12.49		s 1.05			7.00	3.30AM
4,940	P		GILMORE	134.1	12.53	6.21	12.44		12.55			6.45	
4,946	WP		BLALOCK	129.6	f 12.46	6.17	12.39		12.50			6.36	
4,917	P		RAMSAY	125.6	12.39	6.14	12.35		12.46			6.30	
4,892	P		QUINTON	123.2	12.36	6.11	12.32		12.43			6.25	
5,000	P		HOOK	118.9	12.29	6.08	12.27		12.38			6.18	
4,947	P		COFF	114.9	12.23	6.04	12.23		12.34			6.10	
5,165	WP		DAY	112.1	12.19	6.02	12.20		12.31			6.05	
5,000	P		RUFUS	109.4	f 12.15	5.59	12.17		12.28			6.00	
4,926	P		GRANT	106.8	12.11	5.57	12.14		12.25			5.55	
6,656	YP		DN BIGGS Bx	103.9	f 12.07	5.55	12.10		s 12.21			5.42	
752	WP		AINSWORTH	101.8	12.01PM	5.53	12.07		12.18			5.35	
2,750			MILLER	100.3	11.58AM	5.52	12.05		12.16			5.30	
2,825	P		CELLO	96.4	11.52	5.48	12.01AM		12.12			5.10	
			OREGON TRUNK JCT.	95.2	11.50	5.47	11.59PM		12.10			5.05	
Spur			DILLON	93.5									
3,678			DUNE	91.7	11.45	5.44	11.55		12.06			4.55	
			BIG EDDY	88.6									
Spur			SEUFERT	87.7	11.38	5.40	11.50		12.01AM			4.40	
WFTOP			DN-R THE DALLES Dk-Wh	84.2	11.30AM	5.35PM	11.45PM		11.55PM			4.30AM	
			127.8		Daily	SEE NOTE BELOW	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Monday

W. B.—Westward Siding.	Thru Time.....	(3.40)	(2.06)	(2.10)	(3.00)	(0.55)	(4.30)	(2.00)	(0.20)
E. B.—Eastward Siding.	Average Speed per Hour.....	34.0	60.9	45.6	42.6	41.8	21.9	19.1	31.5

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Except that No. 2 is superior to Westward trains of the same class.

*Note.—No. 2 will run only on the following dates:
Due to leave The Dalles on the 1st, 6th, 11th, 16th, 21st and 26th, of each month.
The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than thirty minutes by second class and extra trains.
No. 12 will stop on flag at any station between Portland and Umatilla for revenue passengers to Washington Division.
No. 18 will stop on flag at any station for revenue passengers when destined Cheyenne or beyond.

WESTWARD

FOURTH SUBDIVISION

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.

	SECOND CLASS			FIRST CLASS					Distance from Huntington	
	692	251	255	458	21	1	17	5		
	Time Freight	Time Freight	Time Freight	Passenger	Passenger	STREAMLINER PASSENGER	Passenger	Mail and Express		
	Daily	Daily	Daily	Daily	Daily	SEE NOTE BELOW	Daily	Daily		
WFTOP		7.00PM	12.30AM		6.40PM	6.05AM	5.05AM	3.45AM	305.3	
P		7.15	12.40		6.45	6.09	5.11	3.50	307.8	
3,309 P		7.35	12.55		6.52	6.16	5.19	3.58	313.4	
3,165 P		7.50	1.05		6.57	6.21	5.25	4.04	317.0	
3,250 P		8.05	1.15	f	7.02	6.25	5.31	4.10	320.3	
WB 3,629 WP EB 5,350		9.00	1.35	s	7.12	6.33	5.40	4.20	326.3	
4,040 P		9.20	2.12		7.18	6.40	5.48	4.28	330.4	
4,900 P		9.45	2.25		7.25	6.48	5.57	4.38	336.6	
5,110 WP		9.58	2.32	f	7.30	6.54	6.03	4.43	339.8	
4,900 P		10.10	2.39		7.35	6.58	6.08	4.48	342.7	
4,900 P		10.33 10.43	2.46	f	7.40	7.03	6.14	4.55	346.6	
6,783 WP		11.15	3.05	f	7.48	7.10	6.21	5.02	350.8	
									353.7	
3,315 P		11.45PM	3.15	f	7.54	7.17	6.28	5.09	355.4	
3,108 P		12.01AM	3.21		7.58	7.20	6.32	5.13	358.1	
									359.9	
3,479 OP		12.58	3.35	f	8.05	7.26	6.40	5.20	363.2	
4,900 P		1.30	3.45		8.10	7.30	6.46	5.26	365.6	
									367.1	
3,050 P		2.00	3.55		8.14	7.33	6.51	5.31	370.4	
5,979 WTP		2.30	4.15	s	8.20	7.36	6.57	5.36	373.9	
2,700 P				f	8.27	7.39	7.02	5.40	376.3	
2,720 P					8.36	7.45	7.13	5.49	381.8	
1,560 P		VIA KENTON	VIA KENTON		8.43	7.49	7.20	5.55	385.1	
1,058					8.48	7.52	7.25	6.00	387.6	
									378.9	
3,215 P		3.00	4.25						383.6	
3,315 P		3.30	4.35						389.1	
3,402		4.00	4.45						390.3	
1,415 YP		4.20	4.55						391.5	
IP	5.30AM				8.56PM				390.3	
1,415 IYP	5.35			VIA GRAHAM	8.58				390.3	
1,415 IYP	5.35	4.20	4.55		8.58				390.3	
IP	5.45	4.30	5.05		9.02				391.8	
WFTYOP	A 6.00AM	A 5.00AM	A 6.00AM						394.3	
IP					9.13	8.55	7.55	7.30	388.9	
									389.2	
IP				A	9.20PM	A 9.00PM	A 8.00AM	A 7.35AM	A 6.10AM	389.5

Time-Table No. 7

June 23, 1935

STATIONS

DN-R	THE DALLES	Dk-Wh	Double Track
	2.5		
	CRATES		
	5.6		
	ROWENA		
	3.6		
	CHATFIELD		
	3.3		
	MOSIER		
	6.0		
DN	HOOD RIVER	Ki	
	4.1		
	MENO		
	6.2		
	LINDSEY		
	3.2		
	WYETH		
	2.9		
	FARLEY		
	3.9		
	CASCADE LOCKS		
	4.2		
DN	BONNEVILLE	Mu	
	2.9		
	WARRENDALE		
	1.7		
	DODSON		
	2.7		
	ONEONTA		
	1.8		
	MULTNOMAH FALLS		
	3.3		
D	BRIDAL VEIL	Ju	
	2.4		
	LATOURELL		
	1.5		
	ROOSTER ROCK		
	2.0		
	CORBETT		
	1.3		
	TAYLOR		
	3.5		
DN	TROUTDALE	Sn	
	2.4		
	FAIRVIEW		
	5.5		
	CLARNIE		
	3.3		
	GRAHAM		
	2.5		
	BRUUN		
	1.3		
	5.0		
	HEMLOCK		
	4.7		
	FIR		
	5.5		
	KENTON		
	1.2		
	PENINSULA JCT.		
DN	NORTH PORTLAND JCT.	KD	
	1.2		
	PENINSULA JCT.		
	1.5		
	PENINSULA JCT.		
	2.5		
	ST. JOHNS JCT.		
	1.0		
DN-R	ALBINA	Dispr. B	X
	1.0		
	EAST PORTLAND		
	0.3		
	UNITED RY. CROSSING		
	0.3		
DN-R	PORTLAND	P-Vo	

(84.2)

W. B.—Westward Siding. (0.30) (10.00) (5.30) (0.24) (2.20) (1.55) (2.30) (2.25)Thru Time
 E. B.—Eastward Siding. 10.4 8.9 16.2 17.0 36.1 43.9 33.7 34.8Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

*Note.—No. 1 will run only on the following dates:
 Due to leave The Dalles on the 5th, 10th, 15th, 20th, 25th and 30th of each month.
 The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than thirty minutes by second class and extra trains.

Trains and engines will be governed by Northern Pacific Terminal Company's rules and regulations while in its yard at Portland.

No. 17 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.

No. 17 will stop at any station between The Dalles and Portland to discharge revenue passengers from Washington Division.

No. 21 will stop at any station to discharge revenue passengers from points east of Stanfield.

No. 21 will stop on flag at Warrendale, Multnomah Falls, Latourell and Corbett for revenue passengers, mail and express to and from any point.

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 7

June 23, 1935

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 7		Distance from Portland	FIRST CLASS					SECOND CLASS	
	June 23, 1935			14	561	2	12	18	252	691
	STATIONS			Mixed	Passenger	STREAMLINER PASSENGER	Passenger	Passenger	Time Freight	Time Freight
	WFTOP	DN-R THE DALLES Dk-Wh	84.2	A11.25AM		A 5.35PM	A11.40PM	A11.50PM	A 3.20AM	
	P	CRATES	81.7	11.18		5.29	11.33	11.43	3.10	
3,309	P	ROWENA	76.1	11.10		5.23	11.25	11.35	2.58	
3,165	P	CHATFIELD	72.5	11.04		5.19	11.19	11.29	2.50	
3,250	P	MOSIER	69.2	f10.59		5.14	11.14	11.24	2.40	
WB 3,629 EB 5,350	WP	DN HOOD RIVER Ki	63.2	s10.50		5.06	s11.05	s11.15	2.25	
4,040	P	MENO	59.1	10.38		5.00	10.58	11.08	2.12	
4,900	P	LINDSEY	52.9	10.28		4.52	10.49	10.59	2.00	
5,110	WP	WYETH	49.7	f10.21		4.47	10.43	10.54	1.52	
4,900	P	FARLEY	46.8	10.16		4.43	10.39	10.49	1.44	
4,900	P	CASCADE LOCKS	42.9	f10.10		4.38	10.33	10.43	1.35	
6783	WP	DN BONNEVILLE Mu	38.7	f10.00		4.31	10.26	10.36	1.25	
		WARRENDALE	35.8							
3,315	P	DODSON	34.1	9.49		4.25	10.19	10.29	1.12	
3,108	P	ONEONTA	31.4	f 9.44		4.22	10.15	10.25	1.06	
		MULTNOMAH FALLS	29.6							
3,479	OP	D BRIDAL VEIL Ju	26.3	f 9.37		4.17	10.09	10.19	12.58	
		LATOURELL	23.9							
4,900	P	ROOSTER ROCK	22.4	9.30		4.13	10.04	10.14	12.48	
		CORBETT	20.4							
3,050	P	TAYLOR	19.1	9.25		4.09	10.00	10.10	12.40	
5,979	WTP	DN TROUTDALE Sn	15.6	s 9.20		4.05	9.56	10.06	12.25	
2,700	P	FAIRVIEW	13.2	f 9.14		4.02	9.52	10.02		
2,720	P	CLARNIE	7.7	9.06		3.57	9.46	9.53		
1,560	P	GRAHAM	4.4	9.00		3.52	9.41	9.47	VIA KENTON	
1,058		BRUN	1.9	8.55		3.49	9.37	9.42		
3,215	P	HEMLOCK	17.0						12.17	
3,315	P	FIR	12.3						12.10AM	
3,402		KENTON	6.8						11.59PM	
1,415	YP	PENINSULA JCT.	5.6						11.51	
	IP	DN NORTH PORTLAND JCT. KD	6.8							
1,415	IYP	PENINSULA JCT.	5.6		A 8.55AM				A 8.05PM	
1,415	IYP	PENINSULA JCT.	5.6		8.51				7.55	
	IP	PENINSULA JCT.	5.6		8.51				11.51	7.55
		ST. JOHNS JCT.	4.1		8.47				11.46	7.50
	WFTYOP	DN-R ALBINA Dispr. X B	1.6						11.30PM	7.30PM
	IP	EAST PORTLAND	0.6	8.50	8.38	3.47	9.33	9.38		
		UNITED RY. CROSSING	0.3							
	IP	DN-R PORTLAND P-Vc	0.0	8.45AM	8.35AM	3.45PM	9.30PM	9.35PM		
		(84.2)		Daily	Daily	SEE NOTE BELOW	Daily	Daily	Daily	Daily

W. B.—Westward Siding.	Thru Time.....	(2.40)	(0.20)	(1.50)	(2.10)	(2.15)	(3.50)	(0.35)
E. B.—Eastward Siding.	Average Speed per Hour.....	31.6	20.4	45.9	38.8	37.4	23.2	8.9

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Except that No. 2 is superior to Westward trains of the same class.

★Note.—No. 2 will run only on the following dates:

Due to leave Portland on the 1st, 6th, 11th, 16th, 21st and 26th, of each month.

The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than thirty minutes by second class and extra trains.

Trains and engines will be governed by Northern Pacific Terminal Company's rules and regulations while in its yard at Portland.

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

No. 14 will stop on flag at Corbett, Latourell, Multnomah Falls and Warrendale for revenue passengers, mail and express to and from any point.

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

WESTWARD

HEPPNER BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS			Distance from Heppner	Time-Table No. 7 June 23, 1935			Distance from Heppner Jct.	SECOND CLASS			
		131 Mixed	129 Mixed			STATIONS				130 Mixed		
		Saturday	Daily Except Saturday and Sunday									
2,867 WFTY		7.15PM	9.00PM	0.0	D-R	HEPPNER	Hr	45.2	A	6.00AM		
1,029 P		s 7.35	s 9.20	8.9		8.9 LEXINGTON		36.3	s	5.35		
471		f 7.50	f 9.35	14.2		5.3 JORDAN		31.0		5.20		
1,150 W		s 8.00	s 9.55	16.9		2.7 IONE	On	28.3	s	5.10		
132		f 8.15	f 10.10	20.0		3.1 McNAB		25.2		5.00		
835		s 8.25	s 10.25	25.4		5.4 MORGAN		19.8	s	4.48		
263		f 8.35	f 10.35	27.5		2.1 MORSIL		17.7		4.43		
330 W		s 8.55	s 10.55	30.7		3.2 CECIL		14.5	s	4.33		
158		f 9.05	f 11.05	34.3		3.6 EWING		10.9	f	4.23		
734		f 9.15	f 11.20	38.4		4.1 RHEA		6.8	f	4.10		
136				42.2		3.8 HARRIETT		3.0				
1,780 TP		A 9.45PM	A 11.45PM	45.2	N-R	HEPPNER JCT.	Wi	0.0		3.50AM		
						(45.2)				Daily Except Monday		

(2.30) (2.45) Thru Time (2.10)
18.1 16.4 Average Speed per Hour 20.8

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

WESTWARD

CONDON BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS			Distance from Condon	Time-Table No. 7 June 23, 1935			Distance from Arlington	SECOND CLASS				
		107 Mixed	117 Mixed		127 Mixed		STATIONS				128 Mixed		
		Sunday	Saturday		Daily Except Saturday and Sunday								
5,260 WFYP		10.00PM	7.15PM	9.40PM	0.0	D-R	CONDON	Cd	44.5	A	6.55AM		
1,278		f 10.20	f 7.35	f 10.01	8.2		3.2 GWENDOLEN		36.3	f	6.15		
1,515		f 10.35	f 7.50	f 10.15	12.2		4.0 SPEECE		32.3	f	6.00		
1,533		s 10.50	s 8.05	s 10.30	15.9		3.7 CLEM		28.6	s	5.41		
1,515 W		s 11.10	s 8.25	s 10.55	20.1		4.2 MIKKALO		24.4	s	5.20		
1,400		f 11.30	f 8.50	f 11.15	24.8		4.7 BARNETT		19.7	f	5.00		
662 W		s 11.50PM	s 9.10	s 11.35PM	28.5		3.7 ROCK CREEK		16.0	s	4.41		
122					30.8		2.3 SMYTHE		13.7				
1,504		f 12.15AM	f 9.35	12.05AM	37.2		6.4 SHUTLER		7.3	f	4.15		
6,920 WFTF		A 12.40AM	A 10.00PM	A 12.40AM	44.5	DN-R	ARLINGTON	Mx	0.0		3.50AM		
							(44.5)				Daily		

(2.40) (2.45) (3.00) Thru Time (3.05)
16.7 16.2 14.8 Average Speed per Hour 14.4

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

WESTWARD				SHANIKO BRANCH				EASTWARD			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Shaniko	Time-Table No. 7			Distance from Biggs	SECOND CLASS		
			125 Mixed		June 23, 1935						126 Mixed
			Tues., Thurs., Sat.		STATIONS						
3,385 WFYP			7.45PM	0.0	D-R	SHANIKO	Sh	69.7	A 7.35AM		
345				6.7		KELSEY		63.0			
620		f	8.20	12.6		WILCOX		57.1	f 6.55		
902		s	8.35	17.2		KENT		52.5	s 6.40		
650		f	8.55	23.9		BOURBON		46.8	f 6.30		
1,370 WT		s	9.15	31.2	D	GRASS VALLEY	Vy	38.5	s 6.00		
Spur		f	9.35	38.4		ERSKINE		31.3	f 5.25		
2,422		s	9.55	42.7	D	MORO	Mr	27.0	s 5.05		
834		f	10.05	45.8		DE MOSS		23.9	f 4.50		
Spur		f	10.15	49.7		NISH		20.0	f 4.35		
Spur			10.20	50.5		HAY CANYON		19.2	4.30		
Spur		f	10.30	54.1		SANDON		15.6	f 4.15		
1,010		s	10.35	55.5		KLONDIKE		14.2	s 4.10		
1,758 W		s	11.05	60.0	D	WASCO	Wa	9.7	s 3.45		
Spur		f	11.15	62.6		SINK		7.1	f 3.35		
565		f	11.20	64.5		THORNBERRY		5.2	f 3.25		
6,656 WFYP		A	11.55PM	69.7	DN-R	BIGGS	Bx	0.0	3.05AM		

(4.10) Thru Time (4.30)
 16.7 Average Speed per Hour 15.5
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD				BEND BRANCH				EASTWARD					
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Bend	Time-Table No. 7			Distance from Ainsworth	SECOND CLASS				
		313	311		103	June 23, 1935				102	310	314	
		Time Freight	O. T. Ry. Through Freight		O. T. Ry. Mixed	STATIONS				O. T. Ry. Mixed	O. T. Ry. Through Freight	Time Freight	
WYO		Daily Ex. Mon.	Daily	Daily	0.0	DN-R	BEND	Nd	147.3			A 6.10AM	
BETWEEN METOLIUS AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF OREGON TRUNK RAILWAY													
291 WFT		3.50AM	7.42AM	9.20PM	41.3	DN-R	METOLIUS	Ms	106.0	A 5.40AM	A 4.45AM	3.50AM	
2,680 W		4.20	7.55	s 9.35	43.8	D	AGENCY		103.5				
2,480		4.55	8.10	f 9.50	46.2	D	MADRAS	Md	101.1	s 5.15	4.20	3.30	
2,000 W		5.15	8.30	s 10.08	51.9	D	PAXTON		95.4	f 4.55	3.55	3.15	
1,280 WFP		5.40AM	A 9.02AM	A 10.35PM	57.4	D	GATEWAY	Gw	89.9	s 4.40	3.30	3.00	
					65.6	R	SOUTH JCT.	Jn	81.7	4.15AM	3.01AM	2.35AM	
BETWEEN NORTH JCT. AND SOUTH JCT. TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF OREGON TRUNK RAILWAY													
P		6.10AM			76.0	D-R	NORTH JCT.	Jn	71.3			2.05AM	
1,100		6.15			77.1		COVE CREEK		70.2			2.00	
1,160		6.22			80.0		TWO SPRINGS		67.4			1.52	
475 P		6.45			88.1		McLENNAN		59.2			1.32	
1,150 WP		7.05			96.1	D	MAUPIN	Hf	51.2			1.12	
					100.3		OAK SPRINGS		47.0				
		7.30			104.5		SHERARS BRIDGE		42.8			12.46	
1,290 WP		7.35			105.1		FARGHER		42.2			12.43	
1,200		8.05			115.5		TUNNEL ONE		31.8			12.13AM	
					120.3		KETCHUM		27.0				
1,160 P		8.20			121.1		BLUFFS		26.2			11.55PM	
2,650 W		8.55			133.0		MAYS		14.3			11.22	
					134.2		HARRIS		13.1				
310		9.10			137.4		FREE BRIDGE		9.9			11.10	
WY		A 9.40AM			147.3	R	AINSWORTH		0.0			10.40PM	

(8.25) Thru Time (1.25) (1.44) (7.30)
 17.5 18.2 19.4 17.2 14.0 19.6
 Time shown at Bend is for information only. At Bend trains will be governed by time-table, rules and regulations of Oregon Trunk Ry.
 Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

EASTWARD

FIFTH SUBDIVISION

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS			FIRST CLASS			Distance from Seattle	Time-Table No. 7		
	692			34	458	38		June 23, 1935		
	Time Freight			CMSt. P&P Passenger (16)	Passenger	CMSt. P&P Passenger (15)		STATIONS		
		Daily		Daily	Daily	Daily				
P				9.45PM	4.20PM	8.15AM	0.0	DN-R	SEATTLE	Ow
							1.9		1.9	G. N. CROSSING
							1.9		0.0	N. P. CROSSING
WFITYOP		9.30PM		A 9.54PM	4.28	A 8.24AM	3.1	DN-R	ARGO	G
I									1.2	C. M. St. P. & P. & P. C. CROSSING
1,354 P		9.50PM					9.4	DN-R	BLACK RIVER	Bi
1,401									0.0	

BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.							Distance from Seattle	Block Signals		
	10.50PM			5.15PM				DN TACOMA JCT. Jn		
	11.00PM			5.19PM				DN RESERVATION Rn		
P							35.7		0.7	
I							36.4		0.1	
							36.5		0.2	
							36.7		0.0	
							36.7		0.1	
							36.8		1.2	
							38.0		0.0	

BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RY. BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF SPOKANE, PORTLAND & SEATTLE RY.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	5.30AM			8.56PM			Distance from Seattle	Block Signals		
	A 6.00AM			A 9.20PM				NORTH PORTLAND JCT.		
								PENINSULA JCT.		
IP							176.4		1.2	
1,415 IYP							177.6		1.5	
IP							179.1		2.5	
P							181.6		1.0	
IP							182.6		0.8	
IP							182.9		0.3	
IP							183.2		0.3	
									0.3	
									183.2	

(8.30) 21.0 (0.09) 20.7 (5.00) 36.6 (0.09) 20.7 Thru Time Average Speed per Hour

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

Time shown between Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision time-table between Portland and North Portland Jct.

WESTWARD

OLYMPIA BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	FIRST CLASS			Distance from East Olympia	Time-Table No. 7			Distance from Olympia	FIRST CLASS		
	121 Mixed				June 23, 1935				122 Mixed		
	Daily Ex. Sun.				STATIONS						
YP			12.05PM	0.0	R	EAST OLYMPIA	Ma	7.4	A	11.55AM	
Spur				1.8		1.8 KNAUER		5.6			
				7.3		5.5 N. P. CROSSING		0.1			
WFYP			A 12.25PM	7.4	D-R	OLYMPIA	Oa	0.0		11.35AM	
						(7.4)				Daily Ex. Sun.	

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

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

FIFTH SUBDIVISION

WESTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	Time-Table No. 7 June 23, 1935		Distance from Portland	FIRST CLASS			SECOND CLASS	
				37	561	33	691	
				CMSt.P&P Passenger (15)	Passenger	CMSt.P&P Passenger (16)	Time Freight	
	STATIONS							
P	DN-R	SEATTLE	Ow	183.2	A 8.00AM	A 2.20PM	A 9.15PM	
		1.9 G. N. CROSSING	Double Track	181.3				
		0.0 N. P. CROSSING		181.3				
WFITYOP	DN-R	ARGO		G	180.1	7.51AM	2.09	9.06PM	A 6.45AM
I		6.3 C. M. St. P. & P. & P. C. CROSSING						
1,354 1,401	P	DN-R	BLACK RIVER	Bi	173.8	2.00PM		6.25AM

BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO.

P	DN	TACOMA JCT.	Jr	147.5		1.18PM		5.15AM
I	DN	RESERVATION	Rn	146.8		1.14PM		5.10AM
		0.1 N. P. CROSSING		146.7				
		0.2 N. P. CROSSING		146.5				
		0.0 N. P. CROSSING		146.5				
		0.1 N. P. CROSSING		146.4				
		1.2 N. P. CROSSING		145.2				

BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RY. BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF SPOKANE, PORTLAND & SEATTLE RY.

1,415	IP	Block Sig's	NORTH PORTLAND JCT.		6.8		8.55AM		8.05PM
	IYP		1.2 PENINSULA JCT.		5.8				
	IP	Block Signals	1.5 ST. JOHNS JCT.		4.1				
	P		2.5 ALBINA		1.6				7.30PM
	IP		1.0 EAST PORTLAND		0.6				
			0.8 UNITED RY. CROSSING		0.3				
	IP		0.3 PORTLAND		0.0		8.35AM		
			183.2						
					Daily	Daily	Daily	Daily	

Thru Time..... (0.09) (5.45) (0.09) (11.15)
Average Speed per Hour..... 20.7 31.9 20.7 16.1

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Time shown between Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision time-table between Portland and North Portland Jct.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	WESTWARD		TONO BRANCH		EASTWARD		
	Time-Table No. 7 June 23, 1935				Distance from Centralia		
	Distance from Tono						
		STATIONS					
2,179	WFOP	0.0	R	TONO	8.0		
2,373		5.8		5.8 WABASH	2.2		
				2.2			

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

WFYOTP	8.0	DN-R	CENTRALIA	Cn	0.0
			(8.0)		

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

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	WESTWARD		PRIMO BRANCH		EASTWARD		
	Time-Table No. 7 June 23, 1935				Distance from Cosmopolis		
	Distance from Vesta						
		STATIONS					
1,759		0.0		VESTA	15.9		
5,400		1.4		1.4 PRIMO	14.5		
Spur		3.8		2.4 SALMON	12.1		
Spur		4.3		0.5 MIDSON	11.6		
Spur		5.5		1.2 TARLTON	10.4		
Spur		7.9		2.4 LYLE SPUR	8.0		
Spur		8.0		0.1 OLSON SPUR	7.9		
Spur		8.6		0.6 ARCTIC	7.3		
1,002	{ W M.P. }	10.7		2.1 BRIDGES	5.2		
6,107	WYOP	15.9	R	5.2 COSMOPOLIS	0.0		
				(15.9)			

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

WESTWARD

GRAYS HARBOR BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS		FIRST CLASS		Distance from Centralia	Time-Table No. 7			Distance from Hoquiam	FIRST CLASS		SECOND CLASS			
		463 CMSt.P&P Fast Frt.		987 Mixed			June 23, 1935				988 Mixed	986 Passenger	462 CMSt.P&P Fast Frt.		
		Daily Except Monday		Daily			STATIONS								
	WFTYOP			3.15AM		0.0	DN-R	CENTRALIA 2.4		Cn	57.5	A12.25AM	A 1.45AM		

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

IP			3.25AM	2.4	BLAKESLEE JUNCTION	55.1	f11.55PM	1.30AM	
				2.4	0.0 N. P. CROSSING	55.1			
				2.4	0.0 C. M. ST. P. & P. CROSSING	55.1			
1,359	P		f 3.31	5.0	2.6 GALVIN	52.5	f11.45	f 1.23	
2,285	P	2.43AM	f 3.45	12.2	7.2 R HELSING JUNCTION	45.3	f11.30	f 1.05	A 8.00PM
2,680	WP	2.55	s 3.50	13.7	1.5 N INDEPENDENCE Nd	43.8	s11.25	s 1.00	7.52
1,129	P	3.10	f 4.00	18.3	4.6 BALCH	39.2	f11.10	f12.44	7.40
Spur				20.2	1.9 SPRUCETON	37.3			
2,718	P	3.25	f 4.07	22.2	2.0 CEDARVILLE	35.3	f11.03	f12.36	7.30
2,687	P	3.35	f 4.14	26.3	4.1 LANKNER	31.2	f10.55	f12.26	7.20
Spur				28.2	1.9 BALLAST	29.3			
738		3.42	f 4.18	28.9	0.7 RONY	28.6	10.48	12.20	7.15
2,353	P	3.48	f 4.22	30.8	1.9 SAGINAW	26.7	f10.45	f12.15	7.10
I				31.5	0.7 SCHAFER BROS. CROSSING	26.0			
Spur	WP	3.55	f 4.26	32.5	1.0 SOUTH ELMA	25.0	f10.40	f12.10	7.05
1,747	P	4.05	f 4.36	36.0	3.5 FULLER	21.5	f10.30	f12.02AM	6.50
2,744	Y	4.30	f 4.50	42.3	6.3 D SOUTH MONTESANO Mo	15.2	f10.15	f11.50PM	6.30
				42.3	D SOUTH MONTESANO Mo	15.2			
				43.8	1.5 MONTESANO	16.7			
2,744	Y	4.30	f 4.50	42.3	D SOUTH MONTESANO Mo	15.2	f10.15	f11.50	6.30
1,523	P	4.36	f 4.53	43.8	1.5 MELBOURNE	13.7	f10.05	f11.45	6.14
217				45.3	1.5 TINGLE	12.2			
1,751		4.45	f 4.59	46.7	1.4 PREACHER'S SLOUGH	10.8	f 9.55	f11.35	5.50
1,294				48.8	2.1 BLUE SLOUGH	8.7			
6,107	WYOP	5.00	s 5.10	51.2	2.4 COSMOPOLIS	6.3	s 9.40	s11.25	5.35
				53.3	2.1 N. P. CROSSING	4.2			
4,135	WYOP	5.15AM	s 5.25AM	53.9	0.6 DN-R ABERDEEN Sa	3.6	s 9.30PM	s11.15PM	5.20PM

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

WFTYOP	A 5.45AM	A 6.00AM	57.5	DN-R	HOQUIAM	Ho	0.0	9.15PM	11.00PM	5.00PM
					(57.5)			Daily Except Sunday	Sunday	Daily Except Sunday

(3.02) (2.45) Thru Time (3.10) (2.45) (3.00)
14.9 20.9 Average Speed per Hour 18.2 20.9 15.1

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

Time shown at Hoquiam and Centralia is for information only. At Hoquiam and Centralia trains will be governed by time-table, rules and regulations of Northern Pacific Ry.

Time Inspectors are located as shown below:

The Ball Railroad Time Service, Chicago, Ill.
E. V. Owens, General Supervisor of Time Service, Omaha.
 Huntington..... C. R. Logan
 Baker..... Palmer Bros.
 La Grande..... J. H. Peare and Son
 Pendleton..... Herb Green
 The Dalles..... Norman E. Potter
 Portland..... Weisfield & Goldberg
 Portland..... N. L. Nielson
 Portland..... W. L. Young

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

Standard clocks are located as shown below:

Huntington..... Round House
 Huntington..... Yard Telegraph Office
 Huntington..... Depot Telegraph Office
 Durkee..... Telegraph Office
 Baker..... Telegraph Office
 La Grande..... Dispatcher's Office
 La Grande..... Depot Telegraph Office
 La Grande..... Yard Office
 Kamela..... Telegraph Office
 Pendleton..... Telegraph Office
 Rieth..... Telegraph Office
 Rieth..... Enginemen's Register Room
 Umatilla..... Telegraph Office
 Umatilla..... Enginemen's Register Room
 Condon..... Telegraph Office
 Biggs..... Telegraph Office

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

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
Donald H. Jessop.....	Chief Surgeon.....	Portland, Ore.	
C. L. Booth.....	Assistant Surgeon.....	Portland, Ore.....	Portland.
J. C. Ghorrmley.....	Assistant Surgeon.....	Portland, Ore.....	East Portland south of Sullivan's Gulch.
Carl H. Bastron.....	Assistant Surgeon.....	Portland, Ore.....	East Portland north of Sullivan's Gulch.
Harry M. Bouvy.....	Specialist.....	Portland, Ore.....	Portland.
J. B. Flynn.....	Specialist.....	Portland, Ore.....	Portland.
R. M. Fouch.....	District Surgeon.....	Huntington, Ore.....	Baker to Huntington.
C. G. Patterson.....	District Surgeon.....	Baker, Ore.....	La Grande to Huntington.
John B. Gregory.....	District Surgeon.....	Wallowa, Ore.....	Elgin to Enterprise.
C. T. Hockett.....	District Surgeon.....	Enterprise.....	Elgin to Joseph.
Chas. A. Ault.....	District Surgeon.....	Enterprise, Ore.....	Elgin to Enterprise.
C. S. Moore.....	District Surgeon.....	La Grande, Ore.....	Pendleton to Baker—La Grande to Elgin.
C. E. Branner.....	District Surgeon.....	La Grande, Ore.....	Pendleton to Baker—La Grande to Elgin.
Lee B. Bouvy.....	Specialist.....	La Grande, Ore.....	La Grande.
H. J. Kavanaugh.....	District Surgeon.....	Pendleton, Ore.....	Arlington to La Grande.
J. P. Brennan.....	District Surgeon.....	Pendleton, Ore.....	Umatilla to Pendleton.
A. W. Christopherson.....	District Surgeon.....	Hermiston, Ore.....	Umatilla to Stanfield.
A. D. McMurdo.....	District Surgeon.....	Heppner, Ore.....	Heppner Jct. to Heppner.
J. V. Wilhelm.....	District Surgeon.....	Arlington, Ore.....	The Dalles to Umatilla and Arlington to Condon.
W. J. Miller.....	District Surgeon.....	Condon, Ore.....	Arlington to Condon.
C. L. Poley.....	District Surgeon.....	Grass Valley, Ore.....	Biggs to Shaniko.
J. C. Vandeventer.....	District Surgeon.....	Bend, Ore.....	Ainsworth to Bend.
Reuter, Thompson, Coberth, Griffith & Taylor.....	District Surgeons.....	The Dalles, Ore.....	Hood River to Umatilla.
Young & Payne.....	Specialists.....	The Dalles, Ore.....	Hood River to Umatilla.
H. L. Dumble.....	District Surgeon.....	Hood River, Ore.....	Portland to The Dalles.
J. B. Blair.....	District Surgeon.....	Vancouver, Wash.....	Albina to Kalama.
W. R. Scott.....	District Surgeon.....	Centralia, Wash.....	Winlock to Tenino, Centralia to South Elma and Tono Branch.
I. R. Watkins.....	District Surgeon.....	Aberdeen, Wash.....	Cosmopolis to Aberdeen.
H. C. Watkins.....	District Surgeon.....	Hoquiam, Wash.....	Centralia to Hoquiam.
W. L. Bridgford.....	District Surgeon.....	Olympia, Wash.....	Olympia to East Olympia.
C. P. Gammon.....	District Surgeon.....	Tacoma, Wash.....	Tenino to Auburn.
F. R. Underwood.....	District Surgeon.....	Seattle, Wash.....	Tacoma to Seattle.
S. M. Samuels.....	Specialist.....	Seattle, Wash.....	Portland to Seattle.

F. N. FINCH, General Manager

H. A. CONNETT, Superintendent..... Portland, Ore.
J. F. CORBETT, Assistant Superintendent..... La Grande, Ore.
J. C. ALBRIGHT, Trainmaster..... Portland, Ore.

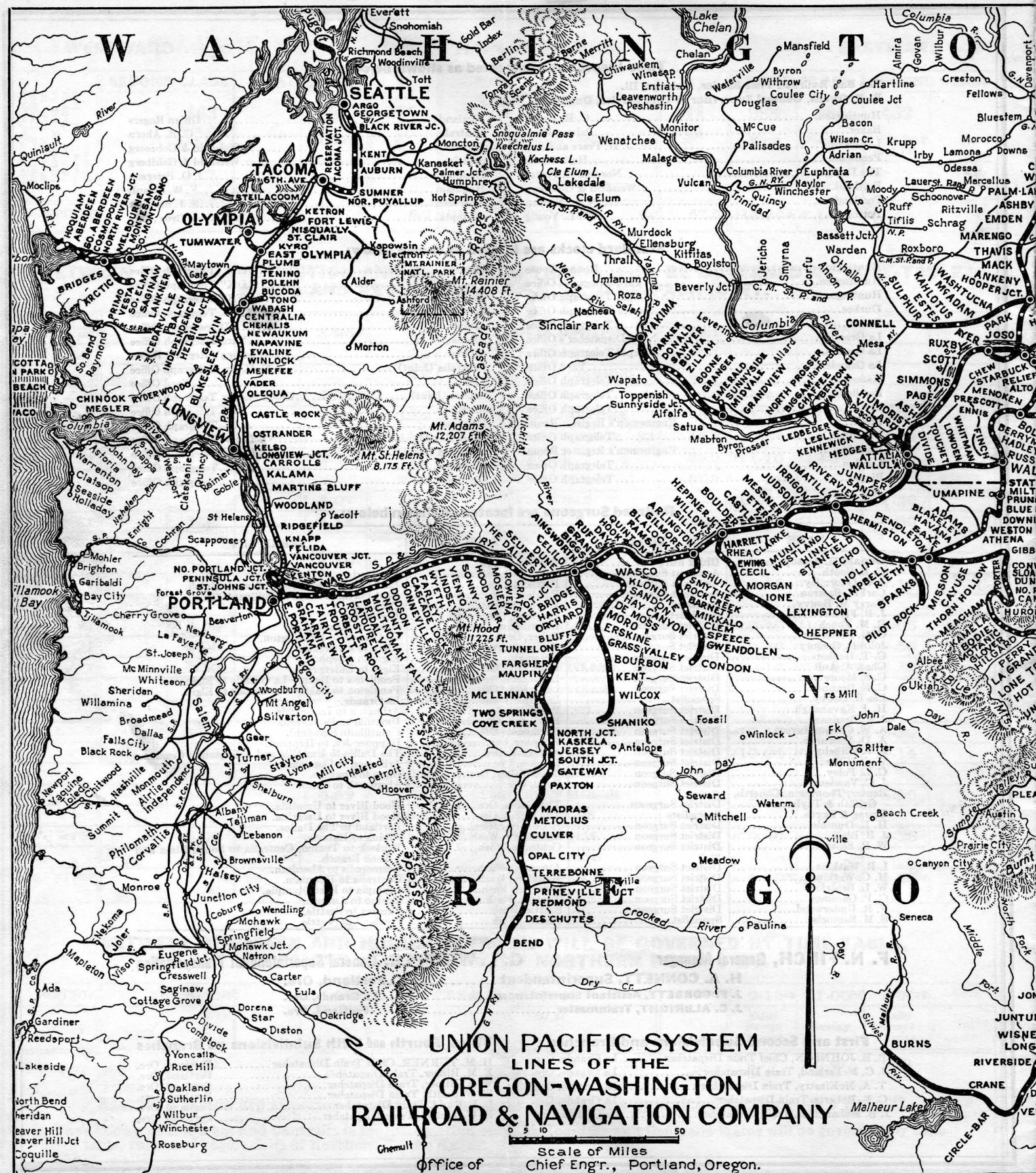
G. L. WHIPPLE, General Superintendent Transportation

First and Second Subdivisions and Branches

B. B. JOHNSON, Chief Train Dispatcher..... La Grande, Ore.
 J. C. McFarland, Train Dispatcher..... La Grande, Ore.
 T. A. McKinstry, Train Dispatcher..... La Grande, Ore.
 C. F. Roberts, Train Dispatcher..... La Grande, Ore.
 J. B. McLaughlin, Train Dispatcher..... La Grande, Ore.

Third, Fourth and Fifth Subdivisions and Branches

H. M. TURNER, Chief Train Dispatcher..... Portland, Ore.
 E. M. Ringer, Train Dispatcher..... Portland, Ore.
 W. A. Milner, Train Dispatcher..... Portland, Ore.
 W. W. Smith, Train Dispatcher..... Portland, Ore.
 L. L. Rudd, Train Dispatcher..... Portland, Ore.
 R. W. Teeters, Train Dispatcher..... Portland, Ore.



**UNION PACIFIC SYSTEM
LINES OF THE
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY**

Scale of Miles
Office of Chief Engr., Portland, Oregon.