



UNION PACIFIC RAILROAD COMPANY  
 NORTHWESTERN DISTRICT  
 Scale of Miles  
 Chief Engr., Portland, Oregon.

*David W. Gibson*  
**UNION PACIFIC RAILROAD COMPANY**  
 Northwestern District



**Oregon Division**

**TIME-TABLE  
 No. 8**

**Effective Friday,  
 February 21, 1936**

**At 12:01 A. M. Pacific Time**



**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. 8 February 21, 1936
691 Time Freight	251 Time Freight	255 Time Freight	259 Time Freight	561 Passenger	11 Passenger	112 Passenger	1 STREAMLINER PASSENGER	17 Passenger	5 Mail and Express		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	SEE ★ NOTE BELOW	Daily	Daily	Daily	
		4.15AM					11.50PM	6.10PM		10.15AM	
		10.00AM					2.02AM	9.15PM		1.10PM	
						12.13AM	3.58AM	11.56PM		3.35PM	
		5.00PM	2.45PM				4.03AM				
	10.10PM							9.45PM			
	2.50AM							11.59PM			
	7.30AM							1.25AM			
	12.01PM							2.25AM	A 1.30AM		
	7.00PM	12.30AM						A 4.40AM			
									8.35AM		
	7.30PM	A 5.00AM	A 6.00AM								
	12.30AM								11.36AM		
	5.00AM								1.09PM		
	A 6.45AM									A 2.20PM	
(11.15)	(20.50)	(25.45)	(1.15)	(5.45) 31.8	(8.55) 41.0	(1.17) 32.7	(8.10) 47.7	(13.25) 29.0	(2.25) 34.8	(10.45) 36.2	

★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.

# CONDENSED TIME-TABLE

## EASTWARD

Time-Table No. 8 February 21, 1936	Distance from Portland	FIRST CLASS						SECOND CLASS		
		14 Mixed	2 STREAMLINER PASSENGER	12 Passenger	18 Passenger	111 Passenger	458 Passenger	260 Time Freight	252 Time Freight	692 Time Freight
HUNTINGTON	389.5	A 8.10PM	A 12.10AM		A 8.45AM					A 6.30AM
LA GRANDE	290.0	5.00PM	9.57PM		5.55AM					7.30PM
PENDLETON	215.7	2.30PM	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
THE DALLES	84.2	10.55AM	5.35PM	11.45PM	11.55PM					4.00PM
PORTLAND	0.0	8.25AM	3.45PM	9.30PM	9.35PM					4.50AM
ALBINA	1.6									11.30PM
CENTRALIA	91.1									A 6.00AM
TACOMA	145.1									2.20AM
ARGO	180.1									11.15PM
SEATTLE	183.2									9.30PM
(572.7)		Daily	SEE ★ NOTE BELOW	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....	(11.45)	(8.25)	(9.30)	(11.10)	(1.05)	(5.00)	(21.00)	(26.00)	(8.30)	
Average Speed per Hour.....	33.2	46.3	38.6	34.9	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..... 675.37	Branches..... 1184.09
Total..... 1127.81	Total..... 859.01	Total..... 1986.82

## WESTWARD

## JOSEPH BRANCH

## EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS		Distance from Joseph	Time-Table No. 8 February 21, 1936		Distance from La Grande	FIRST CLASS		
	589 Mixed	587 Passenger		586 Passenger	588 Mixed				
1,504 WFY	Daily Ex. Sun.	Sunday	0.0	D-R	JOSEPH	J	83.8	A 10.15AM	A 10.15AM
1,672	s	1.45	5.8	D	ENTERPRISE	Rs	78.0	s 10.00	s 10.00
2,000	s	2.10	16.0	D	LOSTINE	Ns	67.8	s 9.18	s 9.18
1,448 WY	s	2.30	23.8	D	WALLOWA	Ws	60.0	s 9.00	s 9.00
1,202	f	2.44	29.7		WADE		54.1	f 8.35	f 8.35
753 {W M.P. 49.0}	s	3.04	36.7		MINAM		47.1	s 8.15	s 8.15
Spur	f	3.21	43.2		VINCENT		40.6	f 8.01	f 8.01
2,098 {W M.P. 32.6}	s	3.39	50.0		LOOKING GLASS		33.8	s 7.45	s 7.45
1,678	f	3.59	58.7		GULLING		25.1	f 7.25	f 7.25
1,834 Y	s	4.15	62.9	D	ELGIN	Gn	20.9	s 7.15	s 7.15
Spur	f		68.4		RHINEHART		15.4	f	f
1,294	s	4.35	71.5	D	IMBLER	Br	12.3	s 6.50	s 6.50
1,125	f	4.45	75.4		ALICEL		8.4	f 6.37	f 6.37
430	f		77.9		CONLEY		5.9	f	f
715	f	5.05	81.2		ISLAND CITY		2.6	f 6.25	f 6.25
WFTYOP	A	5.30PM	83.8	DN-R	LA GRANDE	Dispr Q Ra	0.0	6.15AM	6.15AM
(4.00)	(4.00)			Thru Time.....	(4.00)	(4.00)			
20.9	20.9			Average Speed per Hour.....	20.9	20.9			

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

## WESTWARD

## PILOT ROCK BRANCH

## EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distances from Rieth	Time-Table No. 8 February 21, 1936		Distances from Pilot Rock	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
		STATIONS						
WFTP	0.0	DN-R	RIETH	N	14.9			
Spur	2.8		McBEE		12.1			
1,198	6.7		SPARKS		8.2			
Spur	11.2		LENS		3.7			
1,064 WT	14.9	D	PILOT ROCK	Ro	0.0			
			(14.9)					
					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**

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS			Distance from Huntington
	255 Time Freight	25	1 STREAMLINER PASSENGER	17 Passenger	21 Passenger	
			SEE ★ NOTE BELOW	Daily	Daily	
WFTYOP	4.15AM	4.50P	11.50PM	6.10PM	10.15AM	0.0
3,712 P	4.30	5.00P	11.59PM	6.19	10.25	4.8
3,749 P	4.40	5.06	12.05AM	6.23	10.30	8.6
3,711 WP	4.55	5.11	12.10	6.28	10.36	12.2
3,712 P	5.07	5.19	12.19	6.36	10.44	17.1
WB 3,707 EB 3,708 WYP	5.15	5.25P	12.23	6.42	10.50	20.6
3,712 P	5.25	5.32	12.28	6.47	10.55	24.2
3,712 P	5.35	5.40	12.35	6.55	11.03	27.7
3,716 (W.M.P.) 359.4) P	5.45	5.47	12.42	7.02	11.11	30.8
WB 3,725 EB 3,112 WFYP	5.55	5.55P	12.49	7.11	11.16	34.0
3,964 YP	6.05	6.02	12.55	7.17	11.23	37.6
3,240 P	6.18	6.09	1.01	7.24	11.30	41.9
WB 9,021 EB 3,122 WFYOP	6.30	6.20P	1.07	7.35	11.41	47.7
3,729 P	6.38	6.29	1.12	7.44	11.47	52.2
3,324 P	6.56	6.40P	1.16	7.54	11.55AM	58.1
3,696 P	7.12	6.48	1.20	8.05	12.02PM	62.8
WB 4,047 EB 3,710 WP	7.22	6.55P	1.24	8.12	12.09	67.4
3,706 P	7.30	7.00	1.27	8.17	12.13	70.4
3,719 P	7.40	7.06	1.33	8.23	12.19	74.1
WB 3,708 EB 3,733 WFYP	7.49	7.17	1.36	8.28	12.24	76.9
4,029 P	8.00	7.17	1.42	8.34	12.30	80.9
3,714 P	8.10	7.23	1.47	8.40	12.36	84.2
3,504 WYP	8.20	7.29P	1.51	8.45	12.41	87.1
3,817 P	8.30	7.35P	1.54	8.50	12.49	90.7
3,713 P	8.40	7.40	1.57	8.55	12.54	94.6
WFTYOP	A 9.00AM	7.50P	A 2.02AM	A 9.05PM	A 1.04PM	99.5

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

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.

★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.

215.7  
137.8  
77.9

**FIRST SUBDIVISION**

**EASTWARD**

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS		SECOND CLASS	
	18 Passenger	14 Mixed	2 STREAMLINER PASSENGER	260 Time Freight
	STATIONS			
WFTYOP	8.45AM	8.10PM	12.10AM	6.30AM
3,712 P	8.30	7.55	11.59PM	5.50
3,749 P	8.23	7.47	11.55	5.25
3,711 WP	8.17	7.40	11.50	4.55
3,712 P	8.10	7.31	11.42	4.00
WB 3,707 EB 3,708 WYP	8.05	7.25	11.37	3.30
3,712 P	7.59	7.18	11.33	2.50
3,712 P	7.52	7.10	11.28	2.20
3,716 P	7.45	7.02	11.23	1.55
WB 3,725 EB 3,112 WFYP	7.38	6.50	11.16	1.35
3,964 YP	7.32	6.43	11.11	12.55AM
3,240 P	7.24	6.33	11.04	11.55PM
WB 9,021 EB 3,122 WFYOP	7.15	6.23	10.57	11.30
3,729 P	7.03	6.12	10.52	10.52
3,324 P	6.56	6.04	10.48	10.20
3,696 P	6.50	5.57	10.44	10.05
WB 4,047 EB 3,710 WP	6.44	5.50	10.40	9.50
3,706 P	6.40	5.45	10.37	9.40
3,719 P	6.35	5.40	10.30	9.25
WB 3,708 EB 3,733 WFYP	6.31	5.35	10.26	9.15
4,029 P	6.24	5.28	10.20	8.55
3,714 P	6.17	5.23	10.13	8.40
3,504 WYP	6.11	5.18	10.08	8.10
3,817 P	6.06	5.13	10.05	7.55
3,713 P	6.01	5.08	10.02	7.45
WFTYOP	5.55AM	5.00PM	9.57PM	7.30PM

W. B.—Westward Siding. Thru Time (2.59) (3.10) (2.13) (11.00)  
E. B.—Eastward Siding. Average Speed per Hour 35.1 31.4 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.

77.9  
137.8  
131.5  
215.7  
84.2  
157



**WESTWARD SECOND 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
	255 Time Freight		112 Passenger		17 Passenger		21 Passenger		1 STREAMLINER PASSENGER			
	Daily		Daily	Daily	Daily	Daily	SEE NOTE BELOW					
WFTYOP	10.00AM	1.15		9.15PM	1.10PM	2.02AM	99.5					
3,707 P	10.10			9.22	1.17	2.09	103.6					
WB 3,694 EB 3,694 WYP	10.20			9.28	1.23	2.14	107.5					
3,691 P	10.30			9.35	1.31	2.22	111.2					
3,715 P	10.40			9.43	1.37	2.28	113.5					
3,985 {W.M.P. 275.1} P	10.50			9.50	1.43	2.34	115.6					
	10.55			9.55	1.47	2.37	117.6					
C 3,702 WFYP	11.10			9.58	1.49	2.40	118.4					
	11.20			10.04	1.54	2.45	121.3					
WB 5,317 EB 3,702 WP	11.40			10.11	2.00	2.51	124.5					
3,702 P	11.53AM			10.19	2.08	3.00	128.8					
4,256 WP	12.13PM			10.25	2.14	3.05	132.0					
4,483 WP	12.25			10.31	2.20	3.10	135.7					
3,731 FP	12.30			10.35	2.24	3.14	137.9					
WB 3,734 EB 3,718 WYP	12.40			10.40	2.29	3.18	141.3					
3,713 P	12.48			10.45	2.33	3.22	144.2					
3,697 P	12.54			10.50	2.38	3.25	147.3					
5,271 P	12.59			10.55	2.43	3.29	150.0					
WB 3,718 EB 4,397 WYP	1.04	2.53		11.00	2.48	3.32	152.4					
4,900 P	1.09	2.57		11.05	2.56	3.35	155.0					
3,695 P	1.14	3.02		11.09	3.01	3.38	157.4					
4,908 P	1.18	3.05		11.13	3.04	3.41	160.0					
3,700 WP	1.22	3.07		11.17	3.09	3.44	162.4					
3,713 P	1.26	3.10		11.21	3.13	3.46	164.8					
3,710 P	1.32	3.15		11.27	3.20	3.51	168.6					
4,924 P	1.36	3.24		11.31	3.23	3.53	170.8					
3,522 WYOP	5.45A 1.45	3.25	12.13AM	11.40	3.30	3.58	173.8					
WFTP	5.52A 2.00PM	3.25	A12.23AM	A12.06AM	A 3.45PM	A 4.03AM	177.5					

W. B.—Westward Siding. (4.00) Thru Time  
E. B.—Eastward Siding. 19.5 Average Speed per Hour  
C.—Center Siding. (0.10) 22.2 (2.41) 29.1 (2.35) 30.2 (2.01) 38.7

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.

3.20  
3.50  
4.15  
5.25  
5.55  
6.20  
7.10  
7.35

**SECOND SUBDIVISION EASTWARD**

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS				SECOND CLASS	
	18 Passenger		111 Passenger		14 Mixed	2 STREAMLINER PASSENGER
	Daily	Daily	Daily	Daily	Daily	SEE NOTE BELOW
WFTYOP	5.45AM		4.50PM	9.57PM	6.30PM	2.50P
3,707 P	5.33		4.35	9.49	6.10	2.43
WB 3,694 EB 3,694 WYP	5.26		4.28	9.42	5.58	2.38
3,691 P	5.18		4.20	9.35	5.44	
3,715 P	5.13		4.15	9.30	5.24	
3,985 {W.M.P. 275.1} P	5.09		4.11	9.26	5.11	
	5.05		4.07	9.22	4.44	9.25 miles
C 3,702 WFYP	5.02		4.05	9.20	4.38	
	4.55		3.55	9.13	4.15	
WB 5,317 EB 3,702 WP	4.49		3.49	9.07	4.00	
3,702 P	4.39		3.39	8.57	3.39	
4,256 WP	4.32		3.32	8.48	3.15	
4,483 WP	4.26		3.26	8.42	3.05	2.20
3,731 FP	4.22		3.22	8.38	2.58	2.17
WB 3,734 EB 3,718 WYP	4.17		3.17	8.33	2.47	2.13
3,713 P	4.13		3.13	8.28	2.33	2.10
3,697 P	4.08		3.08	8.23	2.10	2.06
5,271 P	4.04		3.04	8.18	2.02	2.03
WB 3,718 EB 4,397 WYP	4.00		3.00	8.15	1.56	2.00
4,900 P	3.56		2.56	8.12	1.38	1.57
3,695 P	3.53		2.53	8.09	1.29	1.54
4,908 P	3.49		2.49	8.05	1.18	1.51
3,700 WP	3.44		2.44	8.01	1.00	1.48
3,713 P	3.41		2.41	7.59	12.54	1.46
3,710 P	3.37		2.37	7.54	12.44	1.42
4,924 P	3.34		2.34	7.51	12.38	1.39
3,522 WYOP	3.30		2.30	7.46	12.23	1.35P
WFTP	2.55AM 3.05	A 3.20AM	S 2.20	S 7.46	12.05PM	1.32P
	2.55AM	3.10AM	2.05PM	7.41PM		1.27P

W. B.—Westward Siding. Thru Time..... (2.50) (0.10) (2.45) (2.16) (6.25)  
E. B.—Eastward Siding. Average Speed per Hour..... 27.5 22.2 28.4 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 98 (S).  
No. 18 will stop on flag at any station for revenue passengers when destined Cheyenne or beyond.

3.35  
2.23  
5.55

WESTWARD		THIRD SUBDIVISION								Distance from Huntington	Time-Table No. 8 February 21, 1936	
		SECOND CLASS				FIRST CLASS					STATIONS	
Length of sidings in feet and loca- tion of water, fuel, interlock- ing plants, turn- ing stations, tele- scopes and tele- phones.	129 Mixed Daily Except Sunday	259 Time Freight Daily	251 Time Freight Daily	255 Time Freight Daily	11 Passenger Daily	21 Passenger Daily	1 STREAMLINER PASSENGER SEE ★NOTE BELOW	112 Passenger Daily	17 Passenger Daily		STATIONS	
	WFPT	2:45PM		5:00PM	5:52A	3:45PM	4:03AM	12:23AM	12:06AM	177.5	DN-R RIETH N	
4,699	P	2:58		5:07	5:58	3:50	4:07	12:29	12:11	181.1	BARNHART	
4,727	P	3:06		5:13	6:03	3:56	4:12	12:35	12:17	186.0	CAMPBELL	
650										187.8	YOAKUM	
4,716	P	3:12		5:21	6:107	4:02	4:17	12:42	12:24	190.9	NOLIN	
4,698	WP	3:20		5:30	6:207	4:10	4:24	12:50	12:32	197.4	DN ECHO HI	
4,706	P	3:25		5:36	6:257	4:14	4:27	12:57	12:37	200.7	STANFIELD Nd	
	P	3:32		5:43	6:32	4:20	4:31	1:05	12:43	205.3	DN HINKLE UK	
4,703	P	3:32								205.3	DN HINKLE UK	
	WFTYP	A 4:00PM	12:01PM		2:25AM		A 1:30AM			209.3	D HERMISTON Mn	
3,110	P		12:15		2:31					215.8	DN-R UMATILLA Cs	
3,200	P		12:25		2:36					220.0	BAILEY	
3,200	P		12:35		2:42					223.2	IRRIGON	
4,980	WFYP		12:50		2:50					226.9	JUDSON	
4,930	P	6:37		5:49		4:24	4:34		12:47	208.7	DN MESSNER Fo	
4,901	WP	6:43	VIA UMATILLA	5:56	VIA UMATILLA	4:29	4:38		12:52	213.6	WESTLAND 7:00	
4,905	P	6:49		6:04		4:35	4:42		12:58	219.4	MUNLEY 7:07	
4,980	WFYP	6:55	12:50	6:11	2:50	4:41	4:46	3:23	1:05	223.9	DN MESSNER 7:10	
650		6:57	12:55	6:14	2:53	4:44	4:48	3:25	1:07	225.7	D BOARDMAN 7:15	
4,900	P		1:05	6:48	2:56	4:46	4:49	3:27	1:18	227.5	PETERS 7:20	
4,904	P		1:33	6:55	3:00	4:50	4:52	3:31	1:34	231.4	CASTLE 7:25	
5,190	P		1:50	7:04	3:06	4:56	4:57	3:37	1:41	237.2	BOULDER 7:30	
824	TP	11:45PM		1:58	7:13	3:11	5:01	3:41	1:46	241.2	N HEPPNER JCT. 7:35	
5,001	P	11:50		2:02	7:18	3:13	5:03	3:43	1:48	242.7	WILLOWS 7:40	
4,924	P	11:58PM		2:10	7:28	3:18	5:08	3:48	1:53	247.1	SILICA 7:53	
WB 6,296 EB 5,906	WTP	A 12:05AM	2:05	2:30	7:48	3:26	5:20	3:55	2:05	251.7	DN ARLINGTON 8:05	
4,940	P	2:14	2:45	7:56	3:31	5:25	5:15	4:01	2:10	255.4	GILMORE	
4,946	WP	2:207	3:02	8:06	3:37	5:30	5:19	4:06	2:16	259.9	BLALOCK	
4,917	P	2:25	3:12	8:13	3:42	5:34	5:22	4:10	2:21	263.9	RAMSAY	
4,892	P	2:28	3:17	8:17	3:45	5:37	5:24	4:13	2:24	266.3	QUINTON	
5,000	P	2:33	3:27	8:25	3:50	5:42	5:28	4:18	2:29	270.6	HOOK	
4,947	P	2:37	3:34	8:33	3:55	5:46	5:32	4:22	2:34	274.6	GOFF	
5,165	WP	2:40	3:42	8:39	3:58	5:49	5:35	4:25	2:38	277.4	DAY	
5,000	P	2:457	3:50	8:45	4:01	5:52	5:37	4:28	2:42	280.1	RUFUS	
4,926	P	2:50	3:57	8:55	4:04	5:57	5:39	4:31	2:46	282.7	GRANT	
6,656	YP	2:552	4:05	9:10	4:09	6:02	5:42	4:35	2:52	285.6	DN BIGGS Bx	
752	WP	2:59	4:10	9:15	4:12	6:05	5:45	4:38	2:55	287.7	AINSWORTH	
2,780		3:01	4:15	9:20	4:14	6:07	5:46	4:40	2:57	289.2	MILLER	
2,625	P	3:05	4:25	9:35	4:19	6:12	5:50	4:44	3:05	293.1	CELLO	
Spur		3:07	4:30	9:40	4:21	6:14	5:51	4:46	3:07	294.3	OREGON TRUNK JCT.	
3,678		3:11	4:42	10:00	4:26	6:18	5:54	4:50	3:15	297.8	DILLON	
Spur		3:17	4:50	10:30	4:32	6:25	5:58	4:56	3:25	300.9	DUNE	
WFTOP		3:25	A 5:00PM	A 11:00PM	A 4:40AM	A 6:35PM	A 6:05AM	5:05	A 3:35AM	301.8	BIG EDDY	
										306.3	DN-R THE DALLES Dk-Wh	

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								Distance from Portland	Time-Table No. 8 February 21, 1936	
		FIRST CLASS				SECOND CLASS					STATIONS	
Length of sidings in feet and loca- tion of water, fuel, interlock- ing plants, turn- ing stations, tele- scopes and tele- phones.	14 Mixed Daily	2 STREAMLINER PASSENGER Daily	12 Passenger Daily	18 Passenger Daily	111 Passenger Daily	252 Time Freight Daily	260 Time Freight Daily	130 Mixed Daily	STATIONS			
	WFPT	2:05PM	7:41PM	6:35A	2:55AM	3:10AM				212.0	DN-R 1:27 RIETH 2:05P	
4,699	P	1:57	7:36	6:29	2:48	3:04				208.4	1:23 BARNHART 2:01P	
4,727	P	1:50	7:31	6:23	2:41	2:59				203.5	1:18 CAMPBELL 1:56P	
650										201.7	YOAKUM	
4,716	P	1:40	7:26	6:17	2:34	2:54				198.6	1:13 NOLIN 1:51P	
4,698	WP	1:30	7:18	6:07	2:24	2:46				192.1	DN 1:06 ECHO 1:44P	
4,706	P	1:22	7:14		2:18	2:39				188.8	1:06 STANFIELD 1:35P	
	P	1:16	7:09		2:12	2:33				184.2	DN 1:01 HINKLE 1:38P	
4,703	P									193.5	DN HINKLE 10:25Uk	
	WFTYP									189.5	D HERMISTON 12:10Mn	
3,110	P									183.0	DN-R UMATILLA 7:55Cs	
3,200	P									178.8	BAILEY 9:48	
3,200	P									175.6	IRRIGON 9:43	
4,980	WFYP									171.9	JUDSON 9:37	
4,930	P									168.6	DN MESSNER 9:30Fo	
4,901	WP	1:12	7:06	2:07						180.8	WESTLAND 7:00	
4,905	P	1:07	7:02	2:00						175.9	MUNLEY 7:07	
4,980	WFYP	12:59	6:56	1:54						170.1	DN 12:49 CLARKE 9:30Fo	
650		12:50	6:51	1:54						165.6	D BOARDMAN 9:26Fd	
4,900	P	12:48	6:49	1:51						163.8	PETERS 9:22	
4,904	P	12:43	6:48	1:48						162.0	CASTLE 9:17	
5,190	P	12:38	6:45	1:44						158.1	BOULDER 9:11	
824	TP	12:31	6:40	1:34						152.3	N HEPPNER JCT. 9:05Wi	
5,001	P	12:26	6:35	1:27						148.3	WILLOWS 9:02	
4,924	P	12:24	6:34	1:21						146.8	SILICA 8:57	
WB 6,296 EB 5,906	WTP	12:19	6:30	1:15						142.4	DN 12:07 ARLINGTON 8:50Mx	
4,940	P	12:12	6:25	1:10						137.8	GILMORE	
4,946	WP	12:04	6:21	1:05						134.1	BLALOCK	
4,917	P	11:59	6:17	1:00						129.6	RAMSAY	
4,892	P	11:50	6:14	0:55						125.6	QUINTON	
5,000	P	11:52	6:11	0:50						123.2	HOOK	
4,947	P	11:47	6:08	0:45						118.9	GOFF	
5,165	WP	11:43	6:04	0:40						114.9	DAY	
5,000	P	11:38	6:02	0:35						112.1	RUFUS	
4,926	P	11:34	5:59	0:30						109.4	GRANT	
6,656	YP	11:30	5:57	0:25						106.8	DN BIGGS Bx	
752	WP	11:25	5:55	0:20						103.9	AINSWORTH	
2,750		11:21	5:53	0:15						101.8	MILLER	
2,625	P	11:18	5:52	0:10						100.3	CELLO	
Spur		11:13	5:48	0:05						98.4	OREGON TRUNK JCT.	
3,678		11:11	5:47	0:00						95.2	DILLON	
WFTOP		11:07	5:44	11:59PM						93.5	DUNE	
		11:02	5:40	11:55						91.7	BIG EDDY	
		10:55AM	5:35PM	11:55PM						87.7	DN-R 12:55 THE DALLES Dk-Wh	
										84.2		

W.B.—Westward Siding. Thru Time..... (3.10) (2.06) (2.10) (3.00) (0.55) (4.30) (2.00) (0.20)  
 E.B.—Eastward Siding. Average Speed per Hour..... 40.3 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				HEPPNER BRANCH			EASTWARD			
SECOND CLASS				Distance from Heppner	Time-Table No. 8 February 21, 1936		Distance from Heppner Jct.	SECOND CLASS		
	131 Mixed	129 Mixed			STATIONS			130 Mixed		
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		LEXINGTON		36.3	s	5:35
471		f 7:50	f 9:35	14.2		JORDAN		31.0	s	5:20
1,150	W	s 8:00	s 9:55	16.9		IONE	On	28.3	s	5:10
132		f 8:15	f 10:10	20.0		McNAB		25.2	s	5:00
835		s 8:25	s 10:25	25.4		MORGAN		19.8	s	4:48
263		f 8:35	f 10:35	27.5		MORSIL		17.7	s	4:43
330	W	s 8:55	s 10:55	30.7		CECIL		14.5	s	4:33
158		f 9:05	f 11:05	34.3		EWING		10.9	f	4:23
734		f 9:15	f 11:20	38.4		RHEA		6.8	f	4:10
136				42.2		HARRIETT		3.0		
1,780	TP	A 9:45PM	A 11:45PM	45.2	N-R	HEPPNER JCT.	Wi	0.0		3:50AM
						(45.2)				Daily Except Monday

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

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

WESTWARD				CONDON BRANCH			EASTWARD				
SECOND CLASS				Distance from Condon	Time-Table No. 8 February 21, 1936		Distance from Arlington	SECOND CLASS			
	107 Mixed	117 Mixed	127 Mixed		STATIONS			128 Mixed			
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		GWENDOLEN		36.3	f	6:15
1,515		f 10:35	f 7:50	f 10:15	12.2		SPEECE		32.3	f	6:00
1,533		s 10:50	s 8:05	s 10:30	15.9		CLEM		28.6	s	5:41
1,515	W	s 11:10	s 8:25	s 10:55	20.1		MIKKALO		24.4	s	5:20
1,400		f 11:30	f 8:50	f 11:15	24.8		BARNETT		19.7	f	5:00
662	W	s 11:50PM	s 9:10	s 11:35PM	28.5		ROCK CREEK		16.0	s	4:41
122					30.8		SMYTHE		13.7		
1,504		f 12:15AM	f 9:35	f 12:05AM	37.2		SHUTLER		7.3	f	4:15
6,920	WFYP	A 12:40AM	A 10:00PM	A 12:40AM	44.5	DN-R	ARLINGTON	Mx	0.0		3:50AM
							(44.5)				Daily

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

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

WESTWARD				SHANIKO BRANCH			EASTWARD			
SECOND CLASS				Distance from Shaniko	Time-Table No. 8 February 21, 1936		Distance from Biggs	SECOND CLASS		
	125 Mixed	126 Mixed			STATIONS			126 Mixed		
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		45.8	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
						(69.7)				Mon., Wed., Fri.

(4.10) 18.7 ..... Thru Time ..... (4.30) 15.5  
Average Speed per Hour.....

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

WESTWARD				BEND BRANCH			EASTWARD				
SECOND CLASS				Distance from Bend	Time-Table No. 8 February 21, 1936		Distance from Ainsworth	SECOND CLASS			
	313 Time Freight	311 O. T. Ry. Through Freight	103 O. T. Ry. Mixed		STATIONS			102 O. T. Ry. Mixed	310 O. T. Ry. Through Freight	314 Time Freight	
	WYO	1:15AM		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	5:20AM
2,680	W	4:15	7:55	s 9:35	43.8		AGENCY		103.5		
2,480		4:35	8:10	f 9:50	46.2	D	MADRAS	Md	101.1	s	4:55
2,000	W	5:15	8:30	s 10:08	51.9		PAXTON		95.4	f	4:35
1,280	WFP	5:40AM	A 9:02AM	A 10:35PM	57.4	D	GATEWAY	Gw	89.9	s	4:20
					65.6	R	SOUTH JCT.	Jn	81.7		3:55AM
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
1,180		6:22			80.0		TWO SPRINGS		67.4		1:52
	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
		8:05			115.5		TUNNEL ONE		31.8		12:13AM
					120.3		KETCHUM		27.0		
	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
							(147.3)				Daily Ex. Sat.

(8.25) 17.5 (1.20) 18.2 (1.15) 19.4 ..... Thru Time ..... (1.25) 17.2 (1.44) 14.0 (7.30) 19.6  
Average Speed per Hour.....

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.





**WESTWARD**

**GRAYS HARBOR BRANCH**

**EASTWARD**

Length of sidings in feet and location of water, fuel, unloading plants, turning stations, scales and tele-phones.	<b>SECOND CLASS</b>	<b>FIRST CLASS</b>	Distance from Centralia	<b>Time-Table No. 8</b> February 21, 1936	Distance from Hoquiam	<b>FIRST CLASS</b>	<b>SECOND CLASS</b>	
						<b>988</b>	<b>986</b>	<b>462</b>
	<b>463</b> CMSt.P.&P Fast Frt.	<b>987</b> Mixed				Mixed	Passenger	CMSt.P.&P Fast Frt.
	Daily Except Monday	Daily						
WFTYOP			0.0	DN-R CENTRALIA 2.4 Cn	57.5	A 12.25AM 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	f 11.55PM	1.30AM	
				2.4	N. P. CROSSING	55.1			
				2.4	C. M. ST. P. & P. CROSSING	55.1			
1,350 P		f 3.31	5.0	2.4	GALVIN	52.5	f 11.45	f 1.23	
2,285 P		f 2.43AM	12.2	2.4	R HELSING JUNCTION	45.3	f 11.30	f 1.05	A 8.00PM
2,680 WP		f 2.55	13.7	2.4	N INDEPENDENCE Nd	43.8	s 11.25	s 1.00	7.52
1,120 P		f 3.10	18.3	2.4	BALCH	39.2	f 11.10	f 12.44	7.40
Spur			20.2	2.4	SPRUCETON	37.3			
2,718 P		f 3.25	22.2	2.4	CEDARVILLE	35.3	f 11.03	f 12.36	7.30
2,687 P		f 3.35	26.3	2.4	LANKNER	31.2	f 10.55	f 12.26	7.20
Spur			28.2	2.4	BALLAST	29.3			
738		f 3.42	28.9	2.4	RONY	28.6	10.48	12.20	7.15
2,353 P		f 3.48	30.8	2.4	SAGINAW	26.7	f 10.45	f 12.15	7.10
I			31.5	2.4	SCHAFFER BROS. CROSSING	26.0			
Spur WP		f 3.55	32.5	2.4	SOUTH ELMA	25.0	f 10.40	f 12.10	7.05
1,747 P		f 4.05	36.0	2.4	FULLER	21.5	f 10.30	f 12.02AM	6.50
2,744 Y		f 4.30	42.3	2.4	D SOUTH MONTESANO Mo	15.2	f 10.15	f 11.50PM	6.30
			42.3	2.4	D SOUTH MONTESANO Mo	15.2			
			43.8	2.4	MONTESANO	16.7			
2,744 Y		f 4.30	42.3	2.4	D SOUTH MONTESANO Mo	15.2	f 10.15	f 11.50	6.30
1,523 P		f 4.36	43.8	2.4	MELBOURNE	13.7	f 10.05	f 11.45	6.14
217			45.3	2.4	TINGLE	12.2			
1,751		f 4.45	46.7	2.4	PREACHER'S SLOUGH	10.8	f 9.55	f 11.35	5.50
1,294			48.8	2.4	BLUE SLOUGH	8.7			
6,107 WYOP		s 5.00	51.2	2.4	COSMOPOLIS	6.3	s 9.40	s 11.25	5.35
			53.3	2.4	N. P. CROSSING	4.2			
4,135 WIYOP		s 5.15AM	53.9	2.4	DN-R ABERDEEN Sa	3.6	s 9.30PM	s 11.15PM	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) 14.9	(2.45) 20.9		Thru Time	(3.10)	(2.45)	(3.00)	
				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..... Weisfeld & Goldberg  
Portland..... N. L. Nielson  
Portland..... W. L. Young

Portland..... Dillon Rogers  
Centralia..... C. R. Ahern  
Tacoma..... Weisfeld & Goldberg  
Seattle..... Weisfeld & 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  
Hoppner..... Telegraph Office  
Bend (Joint)..... O. T. Ry. Telegraph Office  
Aberdeen..... N. P. Ry. Telegraph Office  
Olympia..... Telegraph Office

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

NAME	TITLE	PLACE	TERRITORY
Donald H. Jessop.....	Chief Surgeon.....	Portland, Ore.	Portland, Ore.
C. L. Booth.....	Assistant Surgeon.....	Portland, Ore.	Portland, Ore.
J. C. Ghormley.....	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, Ore.
J. B. Flynn.....	Specialist.....	Portland, Ore.	Portland, Ore.
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, Ore.	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.
F. B. Belt.....	District Surgeon.....	Hermiston, Ore.	Boardman to Stanfield.
A. D. McMurdo.....	District Surgeon.....	Heppner, Ore.	Heppner Jct. to Heppner.
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.....	Moro, Ore.	Biggs to Shaniko.
J. C. Vandevort.....	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 Kalsama.
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. F. 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..... Portland, Ore.  
J. C. McFARLAND, Trainmaster..... La Grande, Ore.

**G. L. WHIPPLE, General Superintendent Transportation**

**First and Second Subdivisions and Branches**  
B. B. JOHNSON, Chief 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.  
G. N. Tarkinson, 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.