



UNION PACIFIC RAILROAD COMPANY

Northwestern District



Oregon Division

TIME-TABLE No. 9

Effective Saturday,
May 16, 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. 9 May 16, 1936
691	251	255	259	561	11	62	1	17	5	21		
Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	STREAMLINER PASSENGER	Passenger	Mall and Express	Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	SEE ★ NOTE BELOW	Daily	Daily	Daily		
		4.15AM 10.00AM					11.42PM 1.57AM	6.10PM 9.15PM		10.15AM 1.10PM	0.0 99.5	
		5.00PM	2.45PM				12.13AM 4.03AM	11.56PM		3.35PM	178.8 177.5	
	10.10PM 2.50AM				9.45PM 11.59PM						400.8 296.4	
	7.30AM				1.25AM						243.1	
	12.01PM				2.25AM						215.8	
	7.00PM	12.30AM	A 4.00PM		A 4.40AM	A 1.30AM					305.3	
							6.05AM A 8.00AM	5.05AM A 7.35AM	3.45AM A 6.10AM	6.40PM A 9.00PM	389.5 394.3	
	7.30PM	A 5.00AM	A 6.00AM		11.36AM						480.6	
	12.30AM				1.09PM						534.6	
	5.00AM										569.6	
	A 6.45AM				A 2.20PM						572.7	

(11.15)	(30.50)	(25.45)	(1.15)	(5.45) 31.8	(6.55) 41.0	(1.17) 32.7	(8.18) 46.9	(13.25) 29.0	(2.25) 34.8	(10.45) 36.2	..... Thru Time
											..... Average Speed per Hour

★Note.—No. 1 will run only on the following dates:
Due to leave Huntington on the 5th, 11th, 17th, 23rd and 29th, of each month.

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 9 May 16, 1936		Distance from Portland	FIRST CLASS						SECOND CLASS		
STATIONS			14	2	12	18	61	458	260	252	692
			Mixed	STREAMLINER PASSENGER	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight
HUNTINGTON		389.5	A 8.10PM	A 12.21AM				A 6.30AM			
LA GRANDE		290.0	6.00PM	10.01PM				7.30PM			
PENDLETON		215.7	2.30PM	7.50PM							
RIETH		212.0		7.45PM							
SPOKANE		367.5			A 7.00AM						
AYER		263.6			4.20AM						
WALLULA		210.3			3.10AM						
UMATILLA		183.0			2.10AM						
THE DALLES		84.2	10.55AM	5.38PM	11.45PM	11.55PM					
PORTLAND		0.0	8.25AM	3.45PM	9.30PM	9.35PM					
ALBINA		1.6					A 9.20PM				
CENTRALIA		91.1									
TACOMA		145.1						6.51PM			
ARGO		180.1						5.30PM			
SEATTLE		183.2						4.20PM			
(572.7)			Daily	SEE ★ NOTE BELOW	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time.....	(11.45)	(8.36)	(9.30)	(11.10)	(1.05)	(5.00)	(21.00)	(26.00)	(8.30)
Average Speed per Hour.....	33.2	45.3	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, 7th, 13th, 19th and 25th, of each month.

WESTWARD

JOSEPH BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, in- terlocking plants, turning stations, scales and tele- phones.	FIRST CLASS			Distance from Joseph	Time-Table No. 9 May 16, 1936			Distance from La Grande	FIRST CLASS			
	305				304							
	Mixed				Mixed							
	Daily				Daily							
1,504	WFY		12.30PM	0.0	D-R	JOSEPH	J	83.8	A 10.15AM			
1,672			s 12.45	5.8	D	ENTERPRISE	Ra	78.0	s 10.00			
2,000			s 1.08	16.0	D	LOSTINE	Ns	67.8	s 9.17			
1,448	WY		s 1.25	23.8	D	WALLOWA	Wo	60.0	s 9.00			
1,202			f 1.37	29.7		WADE		54.1	f 8.41			
753	{ W M.P. } 49.0		s 1.57	36.7		MINAM		47.1	s 8.20			
Spur			f 2.13	43.2		VINCENT		40.6	f 8.04			
2,098	{ W M.P. } 32.6		s 2.30	50.0		LOOKING GLASS		33.8	s 7.47			
1,678			f 2.52	58.7		GULLING		25.1	f 7.25			
1,334	Y		s 3.10	62.9	D	ELGIN	Gn	20.9	s 7.15			
Spur			f	68.4		RHINEHART		15.4	f			
1,294			s 3.35	71.5	D	IMBLER	Br	12.3	s 6.47			
1,125			f 3.45	75.4		ALICEL		8.4	f 6.37			
430			f	77.9		CONLEY		5.9	f			
715			f 4.05	81.2		ISLAND CITY		2.6	f 6.25			
WFTYOP			A 4.30PM	83.8	DN-R	LA GRANDE	Dispr Q Ra	0.0	6.15AM			
											(83.8)	Daily

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

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

MILEAGE

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

WESTWARD

PILOT ROCK BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, in- terlocking plants, turning stations, scales and tele- phones.	Time-Table No. 9 May 16, 1936		Distance from Pilot Rock	TIME PER MILE		MILES PER HOUR
	STATIONS			PER MILE	PER HOUR	
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)						

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

WESTWARD		FIRST SUBDIVISION					Distance from Huntington	Time-Table No. 9 May 16, 1936		
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS		FIRST CLASS			STATIONS		Hu	By	Du
	255 Time Freight	Daily	1 STREAMLINER PASSENGER SEE ★ NOTE BELOW	17 Passenger	21 Passenger					
WFTYOP		4.15AM		11.42PM	6.10PM	10.15AM	0.0	DN-R	HUNTINGTON	Hu
3,712 P		4.30		11.51	6.19	10.25	4.8	D	LIME	By
3,749 P		4.40		11.57PM	6.23	10.30	8.6		JETT	
3,711 WP		4.55		12.02AM	6.28	10.36	12.2		WEATHERBY	
3,712 P		5.07		12.11	6.36	10.44	17.1		NELSON	
WB 3,707 EB 3,708 WYP		5.15		12.15	6.42	10.50	20.6	DN	DURKEE	Du
3,712 P		5.25		12.20	6.47	10.55	24.2		LEONARD	
3,712 P		5.35		12.27	6.55	11.03	27.7		OXMAN	
3,716 {W M.P. 859.4} P		5.45		12.34	7.02	11.11	30.8		HINDMAN	
WB 3,725 EB 3,112 WFYP		5.55		12.41	7.11	11.16	34.0	D	PLEASANT VALLEY	
3,964 YP		6.05		12.47	7.17	11.23	37.6		ENCINA	
3,240 P		6.18		12.54	7.24	11.30	41.9		QUARTZ	
WB 9,021 EB 3,122 WFYOP		6.30		1.00	7.35	11.41	47.7	DN	BAKER	Bo
3,729 P		6.38		1.05	7.44	11.47	52.2		WING	
3,324 P		6.56		1.09	7.54	11.55AM	58.1	D	HAINES	Kb
3,696 P		7.12		1.13	8.05	12.02PM	62.8		HUTCHINSON	
WB 4,047 EB 3,710 WP		7.22		1.17	8.12	12.09	67.4	D	NORTH POWDER	Hd
3,706 P		7.30		1.20	8.17	12.13	70.4		LUN	
3,719 P		7.40		1.26	8.23	12.19	74.1		SAGO	
WB 3,708 EB 3,733 WFYP		7.49		1.29	8.28	12.24	76.9	DN	TELOCASET	Wk
4,029 P		8.00		1.36	8.34	12.30	80.9		CROOKS	
3,714 P		8.10		1.42	8.40	12.36	84.2		PYLE	
3,504 WYP		8.20		1.46	8.45	12.41	87.1	D	UNION JCT.	Un
3,817 P		8.30		1.49	8.50	12.49	90.7		HOT LAKE	
3,713 P		8.40		1.52	8.55	12.54	94.5		LONETREE	
WFTYOP		A 9.00AM		A 1.57AM	A 9.05PM	A 1.04PM	99.5	DN-R	LA GRANDE	Dispr Q Ra
							(99.5)			

W. B.—Westward Siding.	(4.45)	(2.15)	(2.55)	(2.49)	.....	Thru Time
E. B.—Eastward Siding.	20.9	44.2	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 5th, 11th, 17th, 23rd, 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 fifteen 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.

WESTWARD		FIRST SUBDIVISION					Distance from Portland	Time-Table No. 9 May 16, 1936		
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS		FIRST CLASS			STATIONS		Hu	By	Du
	255 Time Freight	Daily	1 STREAMLINER PASSENGER SEE ★ NOTE BELOW	17 Passenger	21 Passenger					
WFTYOP		4.15AM		11.42PM	6.10PM	10.15AM	0.0	DN-R	HUNTINGTON	Hu
3,712 P		4.30		11.51	6.19	10.25	4.8	D	LIME	By
3,749 P		4.40		11.57PM	6.23	10.30	8.6		JETT	
3,711 WP		4.55		12.02AM	6.28	10.36	12.2		WEATHERBY	
3,712 P		5.07		12.11	6.36	10.44	17.1		NELSON	
WB 3,707 EB 3,708 WYP		5.15		12.15	6.42	10.50	20.6	DN	DURKEE	Du
3,712 P		5.25		12.20	6.47	10.55	24.2		LEONARD	
3,712 P		5.35		12.27	6.55	11.03	27.7		OXMAN	
3,716 {W M.P. 859.4} P		5.45		12.34	7.02	11.11	30.8		HINDMAN	
WB 3,725 EB 3,112 WFYP		5.55		12.41	7.11	11.16	34.0	D	PLEASANT VALLEY	
3,964 YP		6.05		12.47	7.17	11.23	37.6		ENCINA	
3,240 P		6.18		12.54	7.24	11.30	41.9		QUARTZ	
WB 9,021 EB 3,122 WFYOP		6.30		1.00	7.35	11.41	47.7	DN	BAKER	Bo
3,729 P		6.38		1.05	7.44	11.47	52.2		WING	
3,324 P		6.56		1.09	7.54	11.55AM	58.1	D	HAINES	Kb
3,696 P		7.12		1.13	8.05	12.02PM	62.8		HUTCHINSON	
WB 4,047 EB 3,710 WP		7.22		1.17	8.12	12.09	67.4	D	NORTH POWDER	Hd
3,706 P		7.30		1.20	8.17	12.13	70.4		LUN	
3,719 P		7.40		1.26	8.23	12.19	74.1		SAGO	
WB 3,708 EB 3,733 WFYP		7.49		1.29	8.28	12.24	76.9	DN	TELOCASET	Wk
4,029 P		8.00		1.36	8.34	12.30	80.9		CROOKS	
3,714 P		8.10		1.42	8.40	12.36	84.2		PYLE	
3,504 WYP		8.20		1.46	8.45	12.41	87.1	D	UNION JCT.	Un
3,817 P		8.30		1.49	8.50	12.49	90.7		HOT LAKE	
3,713 P		8.40		1.52	8.55	12.54	94.5		LONETREE	
WFTYOP		A 9.00AM		A 1.57AM	A 9.05PM	A 1.04PM	99.5	DN-R	LA GRANDE	Dispr Q Ra
							(99.5)			

W. B.—Westward Siding.	(2.50)	(3.10)	(2.20)	(11.00)
E. B.—Eastward Siding.	35.1	31.4	42.7	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, 7th, 13th, 19th and 25th, 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 fifteen 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.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND SUBDIVISION						Distance from Huntington	Time-Table No. 9 May 16, 1936	
	WESTWARD		FIRST CLASS					STATIONS	Dispr Q Ra
	SECOND CLASS	255 Time Freight	62 Passenger	17 Passenger	21 Passenger	1 STREAMLINER PASSENGER SEE NOTE BELOW			
		Daily	Daily	Daily	Daily				
WFTYOP		10.00AM		9.15PM	1.10PM	1.57AM	99.5	DN-R LA GRANDE	
3,707 P		10.10		9.22	1.17	2.04	103.6	4.1 PERRY	
WB 3,694 WYP		10.20		9.28	1.23	2.09	107.5	3.9 D HILGARD	
EB 3,694		10.30		9.39	1.31	2.17	111.2	3.7 GLOVER	
3,691 P		10.40		9.45	1.37	2.23	113.5	2.3 MOTANIC	
3,715 P		10.50		9.51	1.43	2.29	115.6	2.1 BODIE	
3,985 {W M.P. 275.1} P		10.55		9.55	1.47	2.32	117.5	1.9 EAST END DOUBLE TRACK	
		11.10		9.58	1.49	2.35	118.4	0.9 DN KAMELA S	
C 3,702 WFYP		11.20		10.04	1.54	2.40	121.3	2.9 WEST END DOUBLE TRACK	
		11.40		10.11	f 2.00	2.46	124.5	3.2 DN MEACHAM Mh	
WB 5,317 WP		11.53AM		10.19	2.08	2.55	128.8	4.3 PORTER	
EB 3,702		12.13PM		10.25	2.14	3.01	132.0	3.2 HURON	
3,702 P		12.25		10.31	2.20	3.07	135.7	3.7 CAMP	
4,256 WP		12.30		10.35	2.24	3.11	137.9	2.2 NORTH FORK	
4,483 WP		12.40		10.40	f 2.29	3.16	141.3	3.4 DN DUNCAN Nf	
3,731 FP		12.48		10.45	2.33	3.21	144.2	2.9 SLOAN	
WB 3,734 WYP		12.54		10.50	2.38	3.25	147.3	3.1 CONWAY	
EB 3,718		12.59		10.55	2.43	3.29	150.0	2.7 BONIFER	
3,713 P		1.04		11.00	f 2.48	3.32	152.4	2.4 D GIBBON Gh	
3,697 P		1.09		11.05	2.56	3.35	155.0	2.6 TUMIA	
5,271 P		1.14		11.09	f 3.01	3.38	157.4	2.4 THORN HOLLOW	
WB 3,718 WYP		1.18		11.13	3.04	3.41	160.0	2.6 HOMLY	
EB 4,397		1.22		11.17	f 3.09	3.44	162.4	2.4 CAYUSE	
4,900 P		1.26		11.21	3.13	3.46	164.8	2.4 MINTHORN	
3,695 P		1.32		11.27	3.20	3.51	168.6	3.8 MISSION	
4,908 P		1.36		11.31	3.23	3.53	170.8	2.2 MUNRA	
3,700 WP		1.45		12.13AM	11.40	3.30	173.8	3.0 DN PENDLETON Fd	
3,713 P		2.00PM		12.23AM	11.56PM	3.35	177.5	3.7 DN-R RIETH N	
3,710 P				A 12.06AM	A 3.45PM	A 4.03AM		(78.0)	
4,924 P									
3,522 WYOP									
WFTP									

W. B.—Westward Siding. (4.00) Thru Time
 E. B.—Eastward Siding. 19.5 (0.10) (2.41) (2.35) (2.06) Average Speed per Hour
 C.—Center Siding. 22.2 29.1 30.2 37.1

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

★Note.—No. 1 will run only on the following dates:
 Due to leave La Grande on the 6th, 12th, 18th, 24th and 30th, of each month.
 The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

For movement of Washington Division trains between junction and passenger station at Pendleton, see Special Rule 98 (S).
 Nos. 17 and 21 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND SUBDIVISION						Distance from Portland	Time-Table No. 9 May 16, 1936	
	WESTWARD		FIRST CLASS					STATIONS	Dispr Q Ra
	SECOND CLASS	255 Time Freight	62 Passenger	17 Passenger	21 Passenger	1 STREAMLINER PASSENGER SEE NOTE BELOW			
		Daily	Daily	Daily	Daily				
WFTYOP		10.00AM		9.15PM	1.10PM	1.57AM	99.5	DN-R LA GRANDE	
3,707 P		10.10		9.22	1.17	2.04	103.6	4.1 PERRY	
WB 3,694 WYP		10.20		9.28	1.23	2.09	107.5	3.9 D HILGARD Dy	
EB 3,694		10.30		9.39	1.31	2.17	111.2	3.7 GLOVER	
3,691 P		10.40		9.45	1.37	2.23	113.5	2.3 MOTANIC	
3,715 P		10.50		9.51	1.43	2.29	115.6	2.1 BODIE	
3,985 {W M.P. 275.1} P		10.55		9.55	1.47	2.32	117.5	1.9 EAST END DOUBLE TRACK	
		11.10		9.58	1.49	2.35	118.4	0.9 DN KAMELA S	
C 3,702 WFYP		11.20		10.04	1.54	2.40	121.3	2.9 WEST END DOUBLE TRACK	
		11.40		10.11	f 2.00	2.46	124.5	3.2 DN MEACHAM Mh	
WB 5,317 WP		11.53AM		10.19	2.08	2.55	128.8	4.3 PORTER	
EB 3,702		12.13PM		10.25	2.14	3.01	132.0	3.2 HURON	
3,702 P		12.25		10.31	2.20	3.07	135.7	3.7 CAMP	
4,256 WP		12.30		10.35	2.24	3.11	137.9	2.2 NORTH FORK	
4,483 WP		12.40		10.40	f 2.29	3.16	141.3	3.4 DN DUNCAN Nf	
3,731 FP		12.48		10.45	2.33	3.21	144.2	2.9 SLOAN	
WB 3,734 WYP		12.54		10.50	2.38	3.25	147.3	3.1 CONWAY	
EB 3,718		12.59		10.55	2.43	3.29	150.0	2.7 BONIFER	
3,713 P		1.04		11.00	f 2.48	3.32	152.4	2.4 D GIBBON Gh	
3,697 P		1.09		11.05	2.56	3.35	155.0	2.6 TUMIA	
5,271 P		1.14		11.09	f 3.01	3.38	157.4	2.4 THORN HOLLOW	
WB 3,718 WYP		1.18		11.13	3.04	3.41	160.0	2.6 HOMLY	
EB 4,397		1.22		11.17	f 3.09	3.44	162.4	2.4 CAYUSE	
4,900 P		1.26		11.21	3.13	3.46	164.8	2.4 MINTHORN	
3,695 P		1.32		11.27	3.20	3.51	168.6	3.8 MISSION	
4,908 P		1.36		11.31	3.23	3.53	170.8	2.2 MUNRA	
3,700 WP		1.45		12.13AM	11.40	3.30	173.8	3.0 DN PENDLETON Fd	
3,713 P		2.00PM		12.23AM	11.56PM	3.35	177.5	3.7 DN-R RIETH N	
3,710 P				A 12.06AM	A 3.45PM	A 4.03AM		(78.0)	
4,924 P									
3,522 WYOP									
WFTP									

W. B.—Westward Siding. (4.00) Thru Time
 E. B.—Eastward Siding. 19.5 (0.10) (2.41) (2.35) (2.06) Average Speed per Hour
 C.—Center Siding. 22.2 29.1 30.2 37.1

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

★Note.—No. 2 will run only on the following dates:
 Due to leave Rieth on the 1st, 7th, 13th, 19th and 25th, of each month.
 The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

For movement of Washington Division trains between junction and passenger station at Pendleton, see Special Rule 98 (S).
 No. 18 will stop on flag at any station for revenue passengers when destined Cheyenne or beyond.

WESTWARD

THIRD SUBDIVISION

Table with columns for Second Class (329, 259, 251, 255) and First Class (11, 21, 1, 62, 17) trains. Includes station names like WFTF, WFTYP, WFTOP and various time schedules.

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 6th, 12th, 18th, 24th 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 fifteen minutes by second class and extra trains.

THIRD SUBDIVISION

EASTWARD

Table with columns for First Class (14, 2, 12, 18, 61) and Second Class (252, 260, 330) trains. Includes station names like WFTF, WFTYP, WFTOP and various time schedules.

W. B.—Westward Siding. Thru Time (3.10) (2.07) (2.10) (3.00) (0.55) (4.30) (2.00) (0.20)
E. B.—Eastward Siding. Average Speed per Hour 40.3 60.4 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, 7th, 13th, 19th and 25th, 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 fifteen minutes by second class and extra trains.

WESTWARD

FOURTH SUBDIVISION

Table with columns for Second Class (692, 251, 255) and First Class (458, 21, 1, 17, 5) trains. Includes station names like WFTOP, CRATES, ROWENA, CHATFIELD, etc., and arrival/departure times.

W. B.—Westward Siding. E. B.—Eastward Siding. Thru Time. Average Speed per Hour.

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

FOURTH SUBDIVISION

EASTWARD

Table with columns for First Class (14, 561, 2, 12, 18) and Second Class (252, 691) trains. Includes station names like WFTOP, CRATES, ROWENA, CHATFIELD, etc., and arrival/departure times.

W. B.—Westward Siding. E. B.—Eastward Siding. Thru Time. Average Speed per Hour.

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

WESTWARD				HEPPNER BRANCH				EASTWARD			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Heppner	Time-Table No. 9 May 16, 1936			Distance from Heppner Jct.	SECOND CLASS		
		331 Mixed	329 Mixed			330 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	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) (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				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. 9 May 16, 1936			Distance from Biggs	SECOND CLASS		
		325 Mixed				326 Mixed					
		Tues., Thurs., Sat.									
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	f 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) 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				CONDON BRANCH				EASTWARD				
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Condon	Time-Table No. 9 May 16, 1936			Distance from Arlington	SECOND CLASS			
		307 Mixed	327 Mixed			317 Mixed				318 Mixed	328 Mixed	
		Sunday	Daily Except Saturday and Sunday			Saturday						
5,260 WFYP		10.00PM	9.40PM	0.0	D-R CONDON Cd		44.5	A 6.30AM	A 8.00AM			
1,278		f 10.20	f 10.01	8.2	GWENDOLEN		36.3	f 6.00	f 7.15			
1,515		f 10.35	f 10.15	12.2	SPEECE		32.3	f 5.45	f 7.00			
1,533		s 10.50	s 10.30	15.9	CLEM		28.6	s 5.26	s 6.41			
1,515 W		s 11.10	s 10.55	20.1	MIKKALO		24.4	s 5.05	s 6.20			
1,400		f 11.30	f 11.15	24.8	BARNETT		19.7	f 4.45	f 6.00			
662 W		s 11.50PM	s 11.35PM	28.5	ROCK CREEK		16.0	s 4.26	s 5.35			
122				30.8	SMYTHE		13.7					
1,504		f 12.15AM	f 12.05AM	37.2	SHUTLER		7.3	f 4.00	f 5.10			
6,920 WFTP		A 12.40AM	A 12.40AM	44.5	DN-R ARLINGTON Mx		0.0	3.35AM	4.45AM			
					(44.5)			Sunday and Monday	Daily Ex. Sunday and Monday			

(2.40) (3.00) (2.45) Thru Time (2.55) (3.15)
16.7 14.8 16.2 Average Speed per Hour 15.2 13.7

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. 9 May 16, 1936			Distance from Oregon Trunk Junction	SECOND CLASS		
		315 Time Freight	313 Time Freight			314 Time Freight					
		Saturday	Daily Ex. Sun. and Mon.								
		2.30PM	2.30AM	0.0	DN-R BEND Nd		150.0	A 6.10AM			
		9.30PM	A 10.00AM	150.0	N OREGON TRUNK JUNCTION Vo		0.0	10.30PM			
					(150.0)			Daily Ex. Sat.			

(7.00) (7.30) Thru Time (7.40)
21.4 20.0 Average Speed per Hour 19.6

BEND BRANCH SHOWN FOR INFORMATION ONLY.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	EASTWARD				FIFTH SUBDIVISION		
	SECOND CLASS		FIRST CLASS		Distance from Seattle	Time-Table No. 9 May 16, 1936	
		692 Time Freight Daily	34 CMSt.P&P Passenger (16) Daily	458 Passenger Daily		38 CMSt.P&P Passenger (16) Daily	STATIONS
P					0.0	DN-R SEATTLE	Ow
					1.9	G. N. CROSSING	DoubleTrack
					1.9	N. P. CROSSING	
WFITYOP	9.30PM	A 9.54PM	4.28	A 8.24AM	3.1	DN-R ARGO		G
I						C. M. St. P. & P. & P. C. CROSSING	
1,354 1,401	P	9.50PM			9.4	DN-R BLACK RIVER	Bi

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.		TACOMA JCT.		Distance from Seattle	Block Signals	STATIONS
		DN	Jn			
P		10.50PM		35.7	DN	TACOMA JCT. Jn
I		11.00PM		36.4	DN	RESERVATION Rn
				36.5		N. P. CROSSING
				36.7		N. P. CROSSING
				36.7		N. P. CROSSING
				36.8		N. P. CROSSING
				38.0		N. P. CROSSING

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.		NORTH PORTLAND JCT.		Distance from Seattle	Block Signals	STATIONS
		DN	Rn			
1,415	IP	5.30AM		176.4	Block Signals	NORTH PORTLAND JCT.
	IYP			177.6		PENINSULA JCT.
	IP			179.1		ST. JOHNS JCT.
	P	A 6.00AM		181.6	Block Signals	ALBINA
	IP			182.6		EAST PORTLAND
				182.9		UNITED RY. CROSSING
	IP		A 9.20PM	183.2		PORTLAND

Thru Time (8.30) 21.0 (0.09) 20.7 (6.00) 36.6 (0.09) 20.7 Average Speed per Hour

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

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	WESTWARD		OLYMPIA BRANCH		EASTWARD		
	FIRST CLASS		Distance from East Olympia	Time-Table No. 9 May 16, 1936		FIRST CLASS	
		321 Mixed Daily Ex. Sun.		Distance from Olympia	STATIONS			322 Mixed
YP		12.05PM	0.0		R	EAST OLYMPIA	Ma	7.4
Spur			1.8		KNAUER		5.6
			7.3		N. P. CROSSING		0.1
WFYP		A 12.25PM	7.4	D-R	OLYMPIA	Oa	0.0
					(7.4)		11.35AM
						Daily Ex. Sun.	

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

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

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	FIFTH SUBDIVISION				WESTWARD		
	Time-Table No. 9 May 16, 1936		Distance from Portland	FIRST CLASS		SECOND CLASS	
		STATIONS		37 CMSt.P&P Passenger (16)	561 Passenger	33 CMSt.P&P Passenger (16)	691 Time Freight
		DN-R SEATTLE	183.2	A 8.00AM	A 2.20PM	A 9.15PM	
		G. N. CROSSING	181.3				
		N. P. CROSSING	181.3				
WFITYOP		DN-R ARGO	180.1	7.51AM	2.09	9.06PM	A 6.45AM
I		C. M. St. P. & P. & P. C. CROSSING					
1,354 1,401	P	DN-R BLACK RIVER	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.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.		TACOMA JCT.		Distance from Portland	Block Signals	STATIONS
		DN	Rn			
P		147.5		1.18PM		5.15AM
I		146.8		1.14PM		5.10AM
		146.7				
		146.5				
		146.5				
		146.4				
		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.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.		NORTH PORTLAND JCT.		Distance from Portland	Block Signals	STATIONS
		DN	Rn			
1,415	IP	6.8		8.55AM		8.05PM
	IYP	5.6				
	IP	4.1				
	P	1.6				7.30PM
	IP	0.6				
	IP	0.3				
	IP	0.0		8.35AM		

Thru Time (0.09) 20.7 (5.45) 31.9 (0.09) 20.7 (11.15) 16.1
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.

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. 9 May 16, 1936		Distance from Tono	Time-Table No. 9 May 16, 1936		Distance from Centralia
		STATIONS			STATIONS	
2,179	WFOP	0.0	R	TONO	8.0	
2,373		5.8		WABASH	2.2	

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. 9 May 16, 1936		Distance from Vesta	Time-Table No. 9 May 16, 1936		Distance from Cosmopolis
		STATIONS			STATIONS	
		0.0		VESTA	15.9	
		1.4		PRIMO	14.5	
		3.8		SALMON	12.1	
		4.3		MIDSON	11.6	
		5.5		TARLTON	10.4	
		7.9		LYLE SPUR	8.0	
		8.0		OLSON SPUR	7.9	
		8.6		ARCTIC	7.3	
1,002	W M.P. 4.5	10.7		BRIDGES	5.2	
6,107	WYOP	15.9	R	COSMOPOLIS	0.0	

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

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, ice, coaling plants, turning stations, scales and tele-phones.	SECOND CLASS		FIRST CLASS		Distance from Centralia	Time-Table No. 9 May 16, 1936	Distance from Hoquiam	FIRST CLASS		SECOND CLASS	
	463 CMSt.P.&P Fast Frt.		337 Mixed					338 Mixed	336 Passenger	462 CMSt.P.&P Fast Frt.	
	Daily Except Monday		Daily								
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	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	GALVIN	52.5	f 11:45	f 1:23	
2,285	P	2:43AM	f 3:45	12.2	R HELSING JUNCTION	45.3	f 11:30	f 1:05	A 8:00PM
2,680	WP	2:55	s 3:50	13.7	N INDEPENDENCE Nd	43.8	s 11:25	s 1:00	7:52
1,129	P	3:10	f 4:00	18.3	BALCH	39.2	f 11:10	f 12:44	7:40
Spur				20.2	SPRUCETON	37.3			
2,718	P	3:25	f 4:07	22.2	CEDARVILLE	35.3	f 11:03	f 12:36	7:30
2,687	P	3:35	f 4:14	26.3	LANKNER	31.2	f 10:55	f 12:26	7:20
Spur				28.2	BALLAST	29.3			
738		3:42	f 4:18	28.9	RONY	28.6	10:48	12:20	7:15
2,353	P	3:48	f 4:22	30.8	SAGINAW	26.7	f 10:45	f 12:15	7:10
I				31.5	SCHAFFER BROS. CROSSING	26.0			
Spur	WP	3:55	f 4:26	32.5	SOUTH ELMA	25.0	f 10:40	f 12:10	7:05
1,747	P	4:05	f 4:36	36.0	FULLER	21.5	f 10:30	f 12:02AM	6:50
2,744	Y	4:30	f 4:50	42.3	D SOUTH MONTESANO Mo	15.2	f 10:15	f 11:50PM	6:30
				42.3	D SOUTH MONTESANO Mo	15.2			
				43.8	MONTESANO	16.7			
2,744	Y	4:30	f 4:50	42.3	D SOUTH MONTESANO Mo	15.2	f 10:15	f 11:50	6:30
1,623	P	4:36	f 4:53	43.8	MELBOURNE	13.7	f 10:05	f 11:45	6:14
217				45.3	TINGLE	12.2			
1,751		4:45	f 4:59	46.7	PREACHER'S SLOUGH	10.8	f 9:55	f 11:35	5:50
1,294				48.8	BLUE SLOUGH	8.7			
6,107	WYOP	5:00	s 5:10	51.2	B Black Signals COSMOPOLIS	6.3	s 9:40	s 11:25	5:35
				53.3	N. P. CROSSING	4.2			
4,185	WIYOP	5:15AM	s 5:25AM	53.9	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

(8.02) (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.
R. 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.....Talbot 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
Ralph M. Dodson	Chief Surgeon	Portland, Ore.	Portland.
C. L. Booth	Assistant Surgeon	Portland, Ore.	East Portland south of Sullivan's Gulch.
J. C. Ghoramley	Assistant Surgeon	Portland, Ore.	East Portland north of Sullivan's Gulch.
Carl H. Bastron	Assistant Surgeon	Portland, Ore.	Portland.
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, 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.
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	Moro, 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

G. L. WHIPPLE, General Superintendent Transportation

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

First and Second Subdivisions and Branches

B. B. JOHNSON, Chief Train Dispatcher.....La Grande, Ore.
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.
L. W. Smith, Train Dispatcher.....Portland, Ore.
L. L. Rudd, Train Dispatcher.....Portland, Ore.
R. W. Teeters, Train Dispatcher.....Portland, Ore.