



UNION PACIFIC RAILROAD COMPANY

NORTHWESTERN DISTRICT

Scale of Miles  
0 5 10 20 30 40 50  
Office of Chief Engr., Portland, Oregon.

**UNION PACIFIC RAILROAD COMPANY**  
**Northwestern District**



**Oregon Division**

**TIME-TABLE**  
**No. 10**

**Effective Monday,**  
**June 1, 1936**

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



**FOR EMPLOYEES ONLY**

Printed by JAMES, KERNS & ABBOTT CO., Portland, Oregon, U. S. A.



# CONDENSED TIME-TABLE

## EASTWARD

Time-Table No. 10 June 1, 1936	Distance from Portland	FIRST CLASS						SECOND CLASS		
		14	2	12	18	61	458	260	252	692
		Mixed	STREAMLINER PASSENGER	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight
<b>STATIONS</b>										
HUNTINGTON	389.5	A 8.10PM	A 12.23AM		A 8.45AM			A 6.30AM		
LA GRANDE	290.0	6.00PM	10.02PM		5.55AM			7.30PM		
PENDLETON	216.7	2.30PM	7.51PM		3.30AM	A 3.20AM				
RIETH	212.0		7.45PM					12.05PM		
SPOKANE	367.5			A 7.00AM					A 1.30AM	
AYER	263.6			4.20AM					7.50PM	
WALLULA	210.8			3.10AM					5.30PM	
UMATILLA	183.0			2.10AM		2.15AM		9.30AM	4.00PM	
THE DALLES	84.2	10.55AM	5.38PM	11.46PM	11.55PM				4.50AM	
PORTLAND	0.0	8.25AM	3.45PM	9.30PM	9.35PM		A 9.20PM			
ALBINA	1.6								11.30PM	A 6.00AM
CENTRALIA	91.1						6.51PM			2.20AM
TACOMA	146.1						5.30PM			11.15PM
ARGO	180.1									9.30PM
SEATTLE	183.2						4.20PM			
(572.7)		Daily	SEE ★ NOTE BELOW	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....		(11.45)	(8.38)	(9.30)	(11.10)	(1.05)	(5.00)	(21.00)	(26.00)	(8.30)
Average Speed per Hour.....		33.2	45.1	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.

### MILEAGE

<b>OREGON DIVISION</b> Main Line..... 619.09 Branches..... 361.42 <b>Total..... 980.51</b>	<b>WASHINGTON DIVISION</b> Main Line..... 183.64 Branches..... 675.37 <b>Total..... 859.01</b>	<b>GRAND TOTAL</b> Main Line..... 802.73 Branches..... 1036.79 <b>Total..... 1839.52</b>
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	WESTWARD	PILOT ROCK BRANCH	EASTWARD
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Rieth	Distance from Pilot Rock
		Time-Table No. 10 June 1, 1936	
		STATIONS	
	WFTP	0.0	DN-R RIETH N
Spur	2.8	2.8 McBEE	12.1
1,198	6.7	3.9 SPARKS	8.2
Spur	11.2	4.5 LENS	3.7
1,004 WT	14.9	3.7 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. 10**

June 1, 1936

Length of sidings in feet and location of water, fuel, interlocking stations, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS			Distance from Huntington	STATIONS	
		255 Time Freight	1 STREAMLINER PASSENGER	17 Passenger	21 Passenger			Block Signals
		Daily	SEE ★ NOTE BELOW	Daily	Daily			
WFTYOP		4.15AM	11.32PM	6.10PM	10.15AM	0.0	DN-R HUNTINGTON Hu	
3,712 P		4.30	11.41	6.19	10.25	4.8	D LIME By	
3,749 P		4.40	11.48	6.23	10.30	8.6	JETT	
3,711 WP		4.55	11.53PM	6.28	10.36	12.2	WEATHERBY	
3,712 P		5.07	12.02AM	6.36	10.44	17.1	NELSON	
WB 3,707 EB 3,708 WYP		5.15	12.06	6.42	10.50	20.6	DN DURKEE Du	
3,712 P		5.25	12.11	6.47	10.55	24.2	LEONARD	
3,712 P		5.35	12.18	6.55	11.03	27.7	OXMAN	
3,716 {W M.P. 359.4} P		5.45	12.25	7.02	11.11	30.8	HINDMAN	
WB 3,725 EB 3,112 WFYP		5.55	12.32	7.11	11.16	34.0	D PLEASANT VALLEY	
3,964 YP		6.05	12.37	7.17	11.23	37.6	ENCINA	
3,240 P		6.18	12.44	7.24	11.30	41.9	QUARTZ	
WB 9,021 EB 3,122 WFYOP		6.30	12.52	7.35	11.41	47.7	DN BAKER Be	
3,729 P		6.38	12.57	7.44	11.47	52.2	WING	
3,324 P		6.56	1.02	7.54	11.55AM	58.1	D HAINES Kb	
3,696 P		7.12	1.06	8.05	12.02PM	62.8	HUTCHINSON	
WB 4,047 EB 3,710 WP		7.22	1.10	8.12	12.09	67.4	D NORTH POWDER Hd	
3,708 P		7.30	1.13	8.17	12.13	70.4	LUN	
3,719 P		7.40	1.17	8.23	12.19	74.1	SAGO	
WB 3,708 EB 3,733 WFYP		7.49	1.21	8.28	12.24	76.9	DN TELOCASET Wk	
4,029 P		8.00	1.28	8.34	12.30	80.9	CROOKS	
3,714 P		8.10	1.34	8.40	12.36	84.2	PYLE	
3,504 WYP		8.20	1.40	8.45	12.41	87.1	D UNION JCT. Un	
3,817 P		8.30	1.43	8.50	12.49	90.7	HOT LAKE	
3,713 P		8.40	1.46	8.55	12.54	94.5	LONETREE	
WFTYOP		A 9.00AM	A 1.53AM	A 9.05PM	A 1.04PM	99.5	DN-R LA GRANDE Dispr Q Re	

W. B.—Westward Siding. (4.45) (2.21) (2.55) (2.49) ..... Thru Time  
 E. B.—Eastward Siding. 20.9 42.3 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.

**FIRST SUBDIVISION**

**EASTWARD**

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

**Time-Table No. 10**

June 1, 1936

Distance from Portland

**FIRST CLASS**

**SECOND CLASS**

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	WFTYOP	Block Signals	STATIONS	Distance from Portland	FIRST CLASS			SECOND CLASS	
					18 Passenger	14 Mixed	2 STRAHLINER PASSENGER	260 Time Freight	
			DN-R HUNTINGTON Hu	389.5	A 8.45AM	A 8.10PM	As 12.23AM	A 6.30AM	
	3,712 P	Block Signals	D LIME By	384.7	8.30	f 7.55	12.12	5.50	
	3,749 P		JETT	380.9	8.23	7.47	12.07	5.25	
	3,711 WP		WEATHERBY	377.3	8.17	7.40	12.01AM	4.55	
	3,712 P		NELSON	372.4	8.10	7.31	11.52PM	4.00	
	WB 3,707 EB 3,708 WYP		DN DURKEE Du	368.9	8.05	f 7.25	11.47	3.30	
	3,712 P		LEONARD	365.3	7.59	7.18	11.42	2.50	
	3,712 P		OXMAN	361.8	7.52	7.10	11.36	2.20	
	3,716 P		HINDMAN	358.7	7.45	7.02	11.30	1.55	
	WB 3,725 EB 3,112 WFYP		D PLEASANT VALLEY	355.5	7.38	6.50	11.23	1.35	
	3,964 YP		ENCINA	351.9	7.32	6.43	11.17	12.37AM	
	3,240 P	QUARTZ	347.6	7.24	6.33	11.10	11.55PM		
	WB 9,021 EB 3,122 WFTYOP	DN BAKER Do	341.8	s 7.15	s 6.23	11.03	11.30		
	3,729 P	WING	337.3	7.03	6.12	10.58	10.58		
	3,324 P	D HAINES Kb	331.4	6.56	f 6.04	10.54	10.20		
	3,696 P	HUTCHINSON	326.7	6.50	5.57	10.50	10.05		
	WB 4,047 EB 3,710 WP	D NORTH POWDER Hd	322.1	6.44	f 5.50	10.46	9.50		
	3,708 P	LUN	319.1	6.40	5.45	10.43	9.40		
	3,719 P	SAGO	315.4	6.35	5.40	10.36	9.25		
	WB 3,708 EB 3,733 WFYP	DN TELOCASET Wk	312.6	6.31	f 5.35	10.32	9.15		
	4,029 P	CROOKS	308.6	6.24	5.28	10.26	8.55		
	3,714 P	PYLE	305.3	6.17	5.23	10.19	8.40		
	3,504 WYP	D UNION JCT. Un	302.4	6.11	s 5.18	10.14	8.10		
	3,817 P	HOT LAKE	298.8	6.06	f 5.13	10.11	7.55		
	3,713 P	LONETREE	295.0	6.01	5.08	10.08	7.45		
	WFTYOP	DN-R LA GRANDE Dispr Q Ra	290.0	5.55AM	5.00PM	10.02PM	7.30PM		
		(99.5)		Daily	Daily	SEE NOTE BELOW	Daily		

W. B.—Westward Siding.	Thru Time.....	(2.50)	(3.10)	(2.21)	(11.00)
E. B.—Eastward Siding.	Average Speed per Hour.....	35.1	31.4	4.23	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.

**WESTWARD**

**SECOND 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	Time-Table No. 10		
		255 Time Freight	62 Passenger	17 Passenger	21 Passenger	1 STREAMLINER PASSENGER		June 1, 1936		
		Daily	Daily	Daily	Daily	SEE ★ NOTE BELOW		STATIONS		
WFTYOP		10.00AM		9.15PM	1.10PM	1.53AM	99.5	DN-R	LA GRANDE	Dispr Q Ra
3,707 P		10.10		9.22	1.17	2.00	103.6		4.1 PERRY	
WB 3,694 WYP		10.20		9.28	1.23	2.05	107.6	D	3.9 HILGARD	Dy
3,691 P		10.30		9.40	1.31	2.13	111.2		3.7 GLOVER	
3,715 P		10.40		9.45	1.37	2.19	113.5		2.3 MOTANIC	
3,985 {W M.P. 275.1} P		10.50		9.51	1.43	2.25	115.6		2.1 BODIE	
		10.55		9.55	1.47	2.29	117.5		1.9 EAST END DOUBLE TRACK	
C 3,702 WFYP		11.10		9.58	1.49	2.32	118.4		0.9 KAMELA	8 Double Track
P		11.20		10.04	1.54	2.37	121.3	DN	2.9 WEST END DOUBLE TRACK	Mh
WB 5,317 WP		11.40		10.11	2.00	2.43	124.5	DN	3.2 MEACHAM	
EB 3,702 P		11.53AM		10.19	2.08	2.52	128.8		4.3 PORTER	
4,256 WP		12.13PM		10.25	2.14	2.58	132.0		3.2 HURON	
4,453 WP		12.25		10.31	2.20	3.04	135.7		3.7 CAMP	
3,731 FP		12.30		10.35	2.24	3.08	137.9		2.2 NORTH FORK	
WB 3,734 WYP		12.40		10.40	2.29	3.13	141.3	DN	3.4 DUNCAN	Nf
EB 3,718 P		12.48		10.45	2.33	3.18	144.2		2.9 SLOAN	
3,697 P		12.54		10.50	2.38	3.22	147.3		3.1 CONWAY	
5,271 P		12.59		10.55	2.43	3.26	150.0		2.7 BONIFER	
WB 3,718 WYP		1.04		11.00	2.48	3.30	152.4	D	2.4 GIBBON	Gi
EB 4,397 P		1.09		11.05	2.56	3.34	155.0		2.6 TUMIA	
4,900 P		1.14		11.09	3.01	3.37	157.4		2.4 THORN HOLLOW	
3,695 P		1.18		11.13	3.04	3.40	160.0		2.6 HOMLY	
4,008 P		1.22		11.17	3.09	3.44	162.4		2.4 CAYUSE	
3,700 WP		1.26		11.21	3.13	3.46	164.8		2.4 MINTHORN	
3,713 P		1.32		11.27	3.20	3.51	168.6		3.8 MISSION	
3,710 P		1.36		11.31	3.23	3.53	170.8		2.2 MUNRA	
4,924 P		1.45		12.13AM	3.30	3.58	173.8	DN	3.0 PENDLETON	Fd
3,522 WYOP		1.56PM		11.40	3.35				3.7 RIETH	N
WFTP		A 2.00PM		A 12.23AM	A 12.06AM	A 3.45PM	A 4.03AM		(78.0)	

W. B.—Westward Siding. (4.00) ..... Thru Time  
 E. B.—Eastward Siding. 19.5 22.2 29.1 30.2 36.0 ..... 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 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.

**SECOND SUBDIVISION**

**EASTWARD**

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 10 June 1, 1936		Distance from Portland	FIRST CLASS				SECOND CLASS		
				18	61	14	2	260		
				Passenger	Passenger	Mixed	STREAMLINER PASSENGER	Time Freight		
	<b>STATIONS</b>									
	WFTYOP	DN-R	LA GRANDE	Dispr Q Ra	290.0	A 5.45AM		A 4.50PM	A10.02PM	A 6.30PM
3,707	P		4.1 PERRY		285.9	5.33		4.35	9.54	6.10
WB 3,694 EB 3,694	WYP	D	3.9 HILGARD	Dy	282.0	5.26		f 4.28	9.47	5.58
3,691	P		3.7 GLOVER		278.3	5.18		4.20	<b>9.40</b>	5.44
3,715	P		2.3 MOTANIC		276.0	5.13		4.15	9.35	5.24
3,985	{ W.M.P. 275.1 } P		2.1 BODIE		273.9	5.09		4.11	9.31	5.11
			1.9		272.0	5.05		4.07	9.27	4.44
			<b>EAST END DOUBLE TRACK</b>							
C 3,702	WFYP	DN	0.9 KAMELA	S	271.1	5.02		f 4.05	9.25	4.38
	P		2.9		268.2	4.55		3.55	9.18	4.15
			<b>WEST END DOUBLE TRACK</b>							
WB 5,317 EB 3,702	WP	DN	3.2 MEACHAM	Mh	265.0	4.49		f 3.49	9.12	4.00
3,702	P		4.3 PORTER		260.7	4.39		<b>3.39</b>	9.02	<b>3.39</b>
4,256	WP		3.2 HURON		267.5	4.32		3.32	8.53	3.15
4,483	WP		3.7 CAMP		263.8	4.26		3.26	8.47	3.05
3,731	FP		2.2 NORTH FORK		251.6	4.22		3.22	8.43	2.58
WB 3,734 EB 3,718	WYP	DN	3.4 DUNCAN	Nf	248.2	4.17		f 3.17	8.38	2.47
3,713	P		2.9 SLOAN		245.3	4.13		3.13	8.33	<b>2.33</b>
3,697	P		3.1 CONWAY		242.2	4.08		3.08	8.28	2.10
5,271	P		2.7 BONIFER		239.5	4.04		3.04	8.23	2.02
WB 3,718 EB 4,397	WYP	D	2.4 GIBBON	Gi	237.1	4.00		f 3.00	8.20	1.56
4,900	P		2.6 TUMIA		234.5	3.56		<b>2.56</b>	8.17	1.38
3,695	P		2.4 THORN HOLLOW		232.1	3.53		f 2.53	8.14	1.29
4,908	P		2.6 HOMLY		229.5	3.49		2.49	8.10	<b>1.18</b>
3,700	WP		2.4 CAYUSE		227.1	<b>3.44</b>		f 2.44	8.06	1.00
3,713	P		2.4 MINTHORN		224.7	3.41		2.41	8.04	12.54
3,710	P		3.8 MISSION		220.9	3.37		2.37	8.00	12.44
4,924	P		2.2 MUNRA		218.7	3.34		2.34	7.56	12.38
3,522	WYOP	DN	3.0 PENDLETON	Fd	215.7	<sup>s</sup> 3.30 3.05		<sup>A</sup> 3.20AM <sup>s</sup> 2.30 2.20	<sup>s</sup> 7.51	12.23
	WFTP	DN-R	3.7 RIETH	N	212.0	2.55AM		3.10AM	2.05PM	7.45PM
			(78.0)			Daily		Daily	Daily	Daily
								SEE NOTE BELOW		

W. B.—Westward Siding.	Thru Time.....	(2.50)	(0.10)	(2.45)	(2.17)	(6.25)
E. B.—Eastward Siding.	Average Speed per Hour.....	27.5	22.2	28.4	34.2	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, 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**

**Time-Table No. 10**

June 1, 1936

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	
	329	259	251	255	11	21	1	62	17			
	Mixed Daily Except Sunday	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	STRANGLINER PASSENGER SEE NOTE BELOW	Passenger Daily	Passenger Daily			
WFTP		2:45PM		5:00PM		3:45PM	4:03AM	12:23AM	12:06AM	177.5	Block Signals	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		5:15		3:56	4:12	12:35	12:17	186.0		CAMPBELL
650										187.8		YOARUM
4,716 P		3:12		5:23		4:02	4:17	12:42	12:24	190.9		NOLIN
4,698 WP		3:20		5:33		4:10	4:24	12:50	12:32	197.4		DN ECHO HI
4,706 P		3:25		5:39		4:15	4:27	12:57	12:37	200.7		STANFIELD Nd
P		3:32		5:46		4:22	4:31	1:05	12:43	205.3		DN HINKLE Uk
P		3:32						1:05		205.3		DN HINKLE Uk
4,703 P		3:40						1:15		209.3		D HERMISTON Mn
WFTYP		A 4:00PM	12:01PM	VIA MUNLEY		2:25AM	VIA MUNLEY	A 1:30AM	VIA MUNLEY	215.8		DN-R UMATILLA Cs
3,110 P			12:15			2:31				220.0		BAILEY
3,200 P			12:25			2:36				223.2		IRRIGON
3,200 P			12:35			2:42				226.9		JUDSON
4,980 WFYP			12:50			2:50				233.2		DN MESSNER Fe
4,930 P			VIA UMATILLA	5:52		4:26	4:34		12:47	208.7		WESTLAND
4,901 WP			VIA UMATILLA	6:00		4:31	4:38		12:52	213.6		MUNLEY
4,905 P			VIA UMATILLA	6:09		4:37	4:42		12:58	219.4		CLARKE
4,980 WFYP			12:50	6:16	2:50	4:43	4:46		1:05	223.9		DN MESSNER Fe
650			12:55	6:19	2:53	4:46	4:48		1:07	225.7		D BOARDMAN Bd
4,900 P			1:05	6:21	2:56	4:48	4:49		1:18	227.5		PETERS
4,904 P			1:33	6:49	3:00	4:52	4:52		1:34	231.4		CASTLE
5,100 P			1:50	7:04	3:06	4:58	4:57		1:41	237.2		BOULDER
824 TP	11:45PM		1:58	7:13	3:11	5:03	5:00		1:46	241.2		N HEPPNER JCT. Wi
5,001 P	11:50		2:02	7:18	3:13	5:05	5:02		1:48	242.7		WILLOWS
4,924 P	11:58PM		2:10	7:28	3:18	5:10	5:06		1:53	247.1		SILICA
WB 6,296 EB 5,906 WTP	A 12:05AM		2:30	7:48	3:26	5:20	5:11		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	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	5:52	5:37		2:42	280.1		RUFUS
4,926 P			3:57	8:55	4:04	6:01	5:39		2:46	282.7		GRANT
6,656 YP			4:05	9:10	4:09	6:05	5:42		2:52	285.6		DN BIGGS Bx
2,750			4:15	9:20	4:14	6:09	5:46		2:57	289.2		MILLER
2,925			4:25	9:35	4:19	6:13	5:50		3:05	293.1		CELLO
			4:30	9:40	4:21	6:15	5:51		3:07	294.3		N OREGON TRUNK JCT. Vo
Spur										296.0		DILLON
3,678			4:42	10:00	4:26	6:19	5:54		3:15	297.8		DUNE
										300.9		BIG EDDY
Spur			4:50	10:30	4:32	6:25	5:58		3:25	301.8		SEUFERT
WFTOP			A 5:00PM	A 11:00PM	A 4:40AM	A 6:35PM	A 6:05AM		A 3:35AM	305.3		DN-R THE DALLES Dk-Wb

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) (3.20) ..... 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.  
 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

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 10 June 1, 1936		Distance from Portland	FIRST CLASS					SECOND CLASS			
				14	2	12	18	61	252	260	330	
				Mixed	STREAMLINER PASSENGER	Passenger	Passenger	Passenger	Time Freight	Time Freight	Mixed	
	<b>STATIONS</b>											
	WFTP	DN-R	RIETH N	212.0	A 2:05PM	A 7:45PM		A 2:55AM	A 3:10AM		A 11:30AM	
4,609	P		BARNHART	208.4	1:57	7:40		2:48	3:04		11:15	
4,727	P		CAMPBELL	208.5	1:50	7:35		2:41	2:59		11:05	
650			YOAKUM	201.7								
4,716	P		NOLIN	198.6	1:40	7:30		2:34	2:54		10:45	
4,698	WP	DN	ECHO Hi	192.1	f 1:30	7:22		2:24	f 2:46		10:25	
4,706	P		STANFIELD Nd	188.8	f 1:22	7:18		2:18	f 2:39		10:15	
	P	DN	HINKLE Uk	184.2	1:16	7:13		2:12	2:33		10:00	
	P	DN	HINKLE Uk	193.5					2:33		10:00	
4,703	P	D	HERMISTON Mn	189.5					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		IRVING	175.6			f 1:35			8:33		
3,200	P		JUDSON	171.9			1:30			8:25		
4,980	WFYP	DN	MESSNER Fo	165.6			1:23			8:10		
4,930	P		WESTLAND	180.8	1:12	7:10		2:07				
4,901	WP		MUNLEY	175.9	1:07	7:06	VIA UMATILLA	2:00		VIA UMATILLA		
4,905	P		CLARKE	170.1	12:59	7:00		1:54				
4,980	WFYP	DN	MESSNER Fo	165.6	12:50	6:55	1:23	1:47		8:10		
650		D	BOARDMAN Bd	163.8	f 12:48	6:53	f 1:21	1:43		8:05		
4,900	P		PETERS	162.0	12:43	6:52	1:18	1:39		8:00		
4,804	P		CASTLE	158.1	12:38	6:49	1:14	1:34		7:50		
5,190	P		BOULDER	152.3	12:31	6:44	1:08	1:27		7:38		
824	TP	N	HEPPNER JCT. Wi	148.3	12:26	6:39	1:03	1:21		7:30		A 3:50AM
5,001	P		WILLOWS	146.8	12:24	6:38	1:00	1:15		7:25		3:45
4,924	P		SILICA	142.4	12:19	6:34	12:55	1:10		7:15		3:38
WB 6,296 EB 5,906	WTP	DN	ARLINGTON Mx	137.8	12:12	6:29	12:49	1:05		7:00		3:30AM
4,940	P		GILMORE	134.1	12:04PM	6:25	12:44	12:55		6:45		
4,946	WP		BLALOCK	129.6	f 11:59AM	6:20	12:39	12:50		6:36		
4,917	P		RAMSAY	125.6	11:55	6:17	12:35	12:46		6:30		
4,892	P		QUINTON	123.2	11:52	6:14	12:32	12:43		6:25		
5,000	P		HOOK	118.9	11:47	6:11	12:27	12:38		6:18		
4,947	P		GOFF	114.9	11:43	6:07	12:23	12:34		6:10		
5,165	WP		DAY	112.1	11:38	6:05	12:20	12:31		6:05		
5,000	P		RUFUS	109.4	f 11:34	6:03	12:17	12:28		6:00		
4,926	P		GRANT	106.8	11:30	6:01	12:14	12:25		5:55		
6,656	YP	DN	BIGGS Bx	103.9	f 11:25	5:58	12:10	12:21		5:42		
2,750			MILLER	100.3	11:18	5:55	12:05	12:16		5:30		
2,625			CELLO	96.4	11:13	5:51	12:01AM	12:12		5:10		
		N	OREGON TRUNK JCT. Vo	95.2	11:11	5:50	11:59PM	12:10		5:05		
Spur			DILLON	93.5								
3,673			DUNE	91.7	11:07	5:47	11:55	12:06		4:55		
			BIG EDDY	88.6								
Spur			SEUFERT	87.7	11:02	5:43	11:50	12:01AM		4:40		
WFTOP	DN-R		THE DALLES Dk-Wb	84.2	10:55AM	5:38PM	11:45PM	11:55PM		4:30AM		
			127.8		Daily	SEE NOTE BELOW	Daily	Daily	Daily	Daily	Daily	Daily Except Monday

W. D.—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.

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

No. 13 will stop on flag at any station for revenue passengers when destined Cheyenne or beyond.

**WESTWARD**

**FOURTH SUBDIVISION**

**Time-Table No. 10**

June 1, 1936

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

**SECOND CLASS**

**FIRST CLASS**

	SECOND CLASS			FIRST CLASS					Distance from Huntington
	692 Time Freight	251 Time Freight	255 Time Freight	458 Passenger	21 Passenger	1 STRAMLINER PASSENGER	17 Passenger	5 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
3,185 P		7:50	1:05		6:57	6:21	5:25	4:04	317.0
3,250 P		8:05	1:15		7:02	6:25	5:31	4:10	320.3
WB 3,629 EB 3,350 WP		9:00	1:35		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		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	2:46		7:40	7:03	6:14	4:55	346.6
6,783 WP		11:15	3:05		7:48	7:10	6:21	5:02	350.8
									353.7
3,315 P		11:45PM	3:15		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		8:05	7:26	6:40	5:20	363.2
									365.6
4,900 P		1:30	3:45		8:10	7:30	6:46	5:26	367.1
									369.1
3,050 P		2:00	3:55		8:14	7:33	6:51	5:31	370.4
5,979 WTP		2:30	4:15		8:20	7:36	6:57	5:36	373.9
2,700 P					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
									378.0
3,315 P		3:00	4:25						383.6
3,315 P		3:30	4:35						389.1
3,402		4:00	4:45						390.3
1,416 YP		4:20	4:55						391.5
IP	5:30AM			8:56PM					390.3
1,415 IYP	5:35			8:58					390.3
1,415 IYP	5:35	4:20	4:55	8:58					391.8
IP	5:45	4:30	5:05	9:02					394.3
WFTYOP	A 6:00AM	A 5:00AM	A 6:00AM						388.9
IP				9:13	8:55	7:55	7:30	6:05	389.2
IP				A 9:20PM	A 9:00PM	A 8:00AM	A 7:35AM	A 6:10AM	389.5

STATIONS			
DN-R	THE DALLES	Dk-Wk	Double Track
	2.5		
	CRATES		
	5.0		
	ROWENA		
	2.6		
	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		
	DOYSON		
	2.7		
	ONEONTA		
	1.8		
	MULTNOMAH FALLS		
	3.3		
D	BRIDAL VEIL	Ju	
	2.4		
	LATOURELL		
	1.5		
	ROOSTER ROCK		
	2.0		
	CORBETT		
	1.8		
	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.		
	1.2		
DN	NORTH PORTLAND JCT. KD		
	1.2		
	PENINSULA JCT.		
	1.2		
	PENINSULA JCT.		
	1.5		
	ST. JOHNS JCT.		
	2.5		
DN-R	ALBINA	Dispr. B	X
	1.0		
	EAST PORTLAND		
	0.3		
	UNITED RY. CROSSING		
	0.3		
DN-R	PORTLAND	P-Ve	

W. B.—Westward Siding.	(0.80)	(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	34.8	.....	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 The Dalles 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.

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. 10**

June 1, 1936

**FIRST CLASS**

**SECOND CLASS**

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.	STATIONS	Distance from Portland	FIRST CLASS					SECOND CLASS	
			14 Mixed	561 Passenger	2 STREAMLINER PASSENGER	12 Passenger	18 Passenger	252 Time Freight	691 Time Freight
	WFTOP DN-R THE DALLES Dk-Wb	84.2	10:50AM		A 5:38PM	11:40PM	11:50PM	A 3:20AM	
	2.5 CRATES	81.7	10:44		5:32	11:33	11:43	3:10	
3,309	5.6 ROWENA	76.1	10:35		5:25	11:25	11:35	2:58	
3,165	3.6 CHATFIELD	72.5	10:30		5:21	11:19	11:29	2:50	
3,250	3.3 MOSIER	69.2	10:25		5:16	11:14	11:24	2:40	
WB 3,629 EB 5,350	8.0 DN HOOD RIVER Ki	63.2	10:14		5:08	11:05	11:15	2:25	
4,040	4.1 MENO	59.1	10:03		5:02	10:58	11:08	2:12	
4,900	6.2 LINDSEY	52.9	9:55		4:54	10:49	10:59	2:00	
5,110	3.2 WYETH	49.7	9:51		4:49	10:43	10:54	1:52	
4,900	2.9 FARLEY	46.8	9:46		4:45	10:39	10:49	1:44	
4,900	3.9 CASCADE LOCKS	42.9	9:40		4:40	10:33	10:43	1:35	
6,783	4.2 DN BONNEVILLE Mu	38.7	9:30		4:33	10:26	10:36	1:25	
	2.9 WARRENDALE	35.8							
3,315	2.7 DODSON	34.1	9:20		4:27	10:19	10:29	1:12	
3,108	1.8 ONEONTA	31.4	9:16		4:24	10:15	10:25	1:06	
	3.3 MULTNOMAH FALLS	29.6							
3,479	2.4 D BRIDAL VEIL Ju	26.3	9:09		4:18	10:09	10:19	12:58	
4,900	1.5 LATOURELL	23.9							
	2.0 ROOSTER ROCK	22.4	9:02		4:13	10:04	10:14	12:48	
	2.0 CORBETT	20.4							
3,050	1.3 DN TAYLOR	19.1	8:57		4:09	10:00	10:10	12:40	
5,979	3.5 DN TROUTDALE Sn	15.8	8:52		4:05	9:56	10:06	12:25	
2,700	2.4 FAIRVIEW	13.2	8:46		4:02	9:52	10:02		
2,720	5.5 CLARNIE	7.7	8:39		3:57	9:46	9:53		
1,560	3.3 GRAHAM	4.4	8:35		3:52	9:41	9:47		
1,058	2.5 BRUUN	1.9	8:31		3:49	9:37	9:42		
	1.3								
3,215	5.0 HEMLOCK	17.0						12:17	
3,315	4.7 FIR	12.3						12:10AM	
3,402	5.5 KENTON	6.8						11:59PM	
1,415	1.2 PENINSULA JCT.	5.6						11:51	
	1.2 DN NORTH PORTLAND JCT. KD	6.8		A 8:55AM					A 8:05PM
1,415	1.2 PENINSULA JCT.	5.6		8:51					7:55
1,415	1.5 PENINSULA JCT.	5.6		8:51					7:55
	2.5 ST. JOHNS JCT.	4.1		8:47					7:50
	1.0 DN-R ALBINA Dispr. X	1.6							7:30PM
	0.3 EAST PORTLAND	0.6	8:28	8:38	3:47	9:33	9:38		
	0.3 UNITED RY. CROSSING	0.3							
	0.3 DN-R PORTLAND P-Vc	0.0	8:25AM	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.....	(2.25)	(0.20)	(1.53)	(2.10)	(2.15)	(3.50)	(0.35)
E. B.—Eastward Siding.	Average Speed per Hour.....	34.8	20.4	44.7	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, 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.

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, telegraphing plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Heppner	Time-Table No. 10 June 1, 1936			Distance from Heppner Jct.	SECOND CLASS		
		331 Mixed	329 Mixed		STATIONS	Hr	330 Mixed				
		Saturday	Daily Except Saturday and Sunday								
2,867 WFTY		7.15PM	9.00PM	0.0	D-R	HEPPNER		45.2	A	6.00AM	
1,029 P		7.35	9.20	8.9		LEXINGTON		36.3		5.35	
471		7.50	9.35	14.2		JORDAN		31.0		5.20	
1,150 W		8.00	9.55	16.9		IONE	On	28.3		5.10	
132		8.15	10.10	20.0		McNAB		25.2		5.00	
835		8.25	10.25	25.4		MORGAN		19.8		4.48	
263		8.35	10.35	27.5		MORSIL		17.7		4.43	
330 W		8.55	10.55	30.7		CECIL		14.5		4.33	
158		9.05	11.05	34.3		EWING		10.9		4.23	
734		9.15	11.20	38.4		RHEA		6.8		4.10	
136				42.2		HARRIETT		3.0			
1,780 TP		9.45PM	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, telegraphing plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Condon	Time-Table No. 10 June 1, 1936			Distance from Arlington	SECOND CLASS				
		307 Mixed	327 Mixed		STATIONS	Cd	318 Mixed		328 Mixed				
		Sunday	Daily Except Saturday and Sunday									Saturday	
5,260 WFYP		10.00PM	9.40PM	7.15PM	0.0	D-R	CONDON		44.5	A	6.30AM	A	8.00AM
1,278		10.20	10.01	7.35	8.2		GWENDOLEN		36.3		6.00		7.15
1,515		10.35	10.15	7.50	12.2		SPEECE		32.3		5.45		7.00
1,533		10.50	10.30	8.05	15.9		CLEM		28.6		5.26		6.41
1,515 W		11.10	10.55	8.25	20.1		MIKKALO		24.4		5.05		6.20
1,400		11.30	11.15	8.50	24.8		BARNETT		19.7		4.45		6.00
662 W		11.50PM	11.35PM	9.10	28.5		ROCK CREEK		16.0		4.26		5.35
122					30.8		SMYTHE		13.7				
1,504		12.15AM	12.05AM	9.35	37.2		SHUTLER		7.3		4.00		5.10
6,920 WFTP		12.40AM	12.40AM	10.00PM	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			SHANIKO BRANCH			EASTWARD		
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distances from Shaniko	Time-Table No. 10		Distance from Biggs	SECOND CLASS	
		325 Mixed		June 1, 1936			326 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	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
1,788	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
505		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			BEND BRANCH			EASTWARD		
SECOND CLASS		Distance from Bend	Time-Table No. 10		Distance from Oregon Trunk Junction	SECOND CLASS		
315 Time Freight	313 Time Freight		June 1, 1936			314 Time Freight		
Saturday	Daily Ex. Sun. and Mon.		STATIONS					
2.30PM	2.30AM	0.0	DN-R	BEND Nd	150.0	A	6.10AM	
BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF OREGON TRUNK RAILWAY								
9.30PM	10.00AM	150.0	N	OREGON TRUNK JUNCTION Vo	0.0		10.30PM	
(7.00)	(7.30)			(150.0)			Daily Ex. Sat.	
21.4	20.0						(7.40)	
			Average Speed per Hour			19.6		

BEND BRANCH SHOWN FOR INFORMATION ONLY.

**EASTWARD**

**FIFTH SUBDIVISION**

Length of sidings in feet and location of water, fuel, unloading plants, turning stations, scales and telephones.	SECOND CLASS			FIRST CLASS			Distance from Seattle	Time-Table No. 10 June 1, 1936			
			692		34	458		38	STATIONS		
			Time Freight		CM St. P. & P Passenger (16)	Passenger		CM St. P. & P Passenger (15)			
		Daily		Daily	Daily	Daily					
P				9.45PM	4.20PM	8.15AM	0.0	Block Signals	DN-R	SEATTLE	Ow
							1.9			1.9	G. N. CROSSING
							1.9			0.0	N. P. CROSSING
WFYTOP		9.30PM		A 9.54PM	4.28	A 8.24AM	3.1			1.2	ARGO
I										6.3	C. M. St. P. & P. & P. C. CROSSING
1,354	P	9.50PM			4.37PM		9.4		0.0	BLACK RIVER	Bl
1,401											

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		10.50PM			5.15PM		35.7	Block Signals	DN	TACOMA JCT.	Jn
I		11.00PM			5.19PM		36.4		DN	RESERVATION	Rn
							36.6			0.1	N. P. CROSSING
							36.7			0.2	N. P. CROSSING
							36.7			0.0	N. P. CROSSING
							36.8			0.1	N. P. CROSSING
							36.8			1.2	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.

IP		5.30AM			8.56PM		176.4	Block Sigs	NORTH PORTLAND JCT.		
1,415	IYP						177.6		PENINSULA JCT.		
	IP						179.1		1.5	ST. JOHNS JCT.	
	P	A 6.00AM					181.6	Block Signals		2.5	ALBINA
	IP						182.6			1.0	EAST PORTLAND
							182.9			0.3	UNITED RY. CROSSING
	IP				A 9.20PM		183.2			0.3	PORTLAND
											183.2

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

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, unloading plants, turning stations, scales and telephones.	FIRST CLASS			Distance from East Olympia	Time-Table No. 10 June 1, 1936			Distance from Olympia	FIRST CLASS			
			321						322			
			Mixed						Mixed			
		Daily Ex. Sun.										
YP		12.05PM		0.0	R	EAST OLYMPIA	Ma	7.4	A11.55AM			
Spur				1.8		KNAUER		5.6				
				7.3		N. P. CROSSING		0.1				
WFYP		A12.25PM		7.4	D-R	OLYMPIA	Oa	0.0	11.35AM			
						(7.4)			Daily Ex. Sun.			

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

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

**FIFTH SUBDIVISION**

**WESTWARD**

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 10		Distance from Portland	FIRST CLASS			SECOND CLASS	
	June 1, 1936			37	561	33	691	
	STATIONS			CMSt.P&P Passenger (15)	Passenger	CMSt.P&P Passenger (16)	Time Freight	
P	Block Signals	DN-R SEATTLE	Ow	183.2	A 8.00AM	A 2.20PM	A 9.15PM	
		1.9						
		G. N. CROSSING		181.3				
		0.0						
		N. P. CROSSING		181.3				
WFTYOP	Block Signals	DN-R ARGO	G	180.1	7.51AM	2.09	9.06PM	A 6.45AM
		1.2						
I	Block Signals	C. M. St. P. & P. & P. C. CROSSING						
		5.3						
1,354	P	DN-R BLACK RIVER	Bi	173.8		2.00PM		6.25AM
1,401								

**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 telephones.	Time-Table No. 10		Distance from Portland	FIRST CLASS			SECOND CLASS	
	June 1, 1936			37	561	33	691	
	STATIONS			CMSt.P&P Passenger (15)	Passenger	CMSt.P&P Passenger (16)	Time Freight	
P	Block Signals	DN TACOMA JCT.	Jn	147.5		1.18PM		5.15AM
		0.7						
I	Block Signals	DN RESERVATION	Rn	146.8		1.14PM		5.10AM
		0.1						
	Block Signals	N. P. CROSSING		146.7				
		0.2						
	Block Signals	N. P. CROSSING		146.5				
		0.0						
	Block Signals	N. P. CROSSING		146.5				
		0.1						
	Block Signals	N. P. CROSSING		146.4				
		1.2						
	Block Signals	N. P. CROSSING		145.2				
		1.2						

**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 telephones.	Time-Table No. 10		Distance from Portland	FIRST CLASS			SECOND CLASS	
	June 1, 1936			37	561	33	691	
	STATIONS			CMSt.P&P Passenger (15)	Passenger	CMSt.P&P Passenger (16)	Time Freight	
IP	Block Signals	NORTH PORTLAND JCT.		6.8		8.55AM		8.05PM
		1.2						
IYP	Block Signals	PENINSULA JCT.		5.6				
		1.5						
IP	Block Signals	ST. JOHNS JCT.		4.1				
		2.5						
P	Block Signals	ALBINA		1.6				7.30PM
		1.0						
IP	Block Signals	EAST PORTLAND		0.6				
		0.3						
IP	Block Signals	UNITED RY. CROSSING		0.3				
		0.3						
IP	Block Signals	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.

WESTWARD TONO BRANCH EASTWARD				WESTWARD PRIMO BRANCH EASTWARD			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 10		Distance from Centralia	Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 10		Distance from Cosmopolis
	June 1, 1936				June 1, 1936		
	STATIONS				STATIONS		
2,179	WFOF	0.0	R TONO	8.0	0.0	VESTA	15.9
			5.8	WABASH	2.2	1.4	PRIMO
2,373	WFOF				3.8	SALMON	12.1
					4.3	MIDSON	11.6
	WFOF				5.5	TARLTON	10.4
					7.9	LYLE SPUR	8.0
	WFOF				8.0	OLSON SPUR	7.9
					8.6	ARCTIC	7.3
	WFOF				10.7	BRIDGES	5.2
					15.9	R COSMOPOLIS	0.0
						(15.9)	

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, lubricating, tele-phones, scales and tele-phones.	<b>SECOND CLASS</b>		<b>FIRST CLASS</b>		Distance from Centralia	<b>Time-Table No. 10</b>			Distance from Hoquiam	<b>FIRST CLASS</b>		<b>SECOND CLASS</b>	
	<b>463</b> CMBt.P&P Fast Frt.		<b>337</b> Mixed			June 1, 1936				<b>338</b> Mixed	<b>336</b> Passenger	<b>462</b> CMBt.P&P Fast Frt.	
	Daily Except Monday		Daily			<b>STATIONS</b>							
	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		<b>BLAKESLEE JUNCTION</b>	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	Back Signals	7.2 R <b>HELSING JUNCTION</b>	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
8	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	28.8	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 <b>SOUTH MONTESANO</b> Mo	15.2	f10.15	f11.50PM	6.30
				42.3		D <b>SOUTH MONTESANO</b> Mo	15.2			
				43.8		1.5 MONTESANO	16.7			
2,744	Y	4.30	f 4.50	42.3		D <b>SOUTH MONTESANO</b> 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	Back Signals	2.4 <b>COSMOPOLIS</b>	6.3	s 9.40	s11.25	5.35
				53.3		2.1 N. P. CROSSING	4.2			
4,135	WIYOP	5.15AM	s 5.25AM	53.9		0.6 DN-R <b>ABERDEEN</b> Sa	3.8	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) 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.**  
**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. Abern  
 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
Ralph M. Dodson.....	Chief Surgeon.....	Portland, Ore.....	Portland.
C. L. Booth.....	Assistant Surgeon.....	Portland, Ore.....	East Portland south of Sullivan's Gulch.
J. C. Ghormley.....	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. Hoekett.....	District Surgeon.....	Enterprise.....	Elgin to Joseph.
Chas. A. Ault.....	District Surgeon.....	Enterprise, Ore.....	Elgin to Enterprise.
C. L. Gilstrap.....	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**

**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.