



MAP OF THE
NORTHWESTERN DISTRICT
CORRECTED TO AUG. 1, 1936
SCALE OF MILES
0 5 10 20 30 40 50

UNION PACIFIC RAILROAD COMPANY
Northwestern District



Oregon Division
TIME-TABLE
No. 11
Effective Friday,
October 9, 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. 11 October 9, 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					11.32PM	6.10PM		10.40AM		
		10.00AM					1.53AM	9.15PM		1.35PM		
						12.13AM	3.58AM	11.56PM		4.00PM		
		5.00PM	2.45PM				4.03AM			4.10PM		
	10.10PM				9.45PM					400.8		
	2.50AM				11.59PM					296.4		
	7.30AM				1.25AM					248.1		
	12.01PM	A 4.00PM			2.25AM	A 1.30AM				218.8		
	7.15PM	12.30AM			A 4.40AM		6.05AM	5.05AM	3.45AM	7.10PM		
							A 8.00AM	A 7.35AM	A 6.10AM	A 9.40PM		
7.30PM	A 5.00AM	A 6.00AM								394.2		
12.30AM										480.6		
5.00AM										534.6		
A 6.45AM										569.6		
										572.7		
(11.16)	(30.80)	(25.45)	(1.15)	(5.45) 31.8	(6.55) 41.0	(1.17) 32.7	(8.28) 46.0	(13.25) 29.0	(2.25) 34.8	(11.00) 35.4		

★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. 11 October 9, 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
HUNTINGTON	389.4	A 8.10PM	A 12.23AM		A 8.45AM			A 6.30AM		
LA GRANDE	289.9	5.00PM	10.02PM		5.55AM			7.30PM		
PENDLETON	215.6	2.30PM	7.51PM		3.30AM	A 3.20AM				
RIETH	211.9		7.45PM					12.05PM		
SPOKANE	367.5			A 7.00AM				A 1.30AM		
AYER	263.6			4.20AM				7.50PM		
WALLULA	210.3			3.10AM				5.30PM		
UMATILLA	183.0			2.10AM		2.15AM		9.30AM	4.00PM	
THE DALLES	84.2	10.55AM	6.38PM	11.45PM	12.01AM			4.50AM		
PORTLAND	0.0	8.25AM	3.45PM	9.30PM	9.35PM					
ALBINA	1.6							11.30PM	A 6.00AM	
CENTRALIA	91.1							2.20AM		
TACOMA	145.1							11.15PM		
ARGO	180.1							9.30PM		
SEATTLE	183.2									
(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.

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

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. 11 October 9, 1936			Distance from La Grande	FIRST CLASS		
	305				304						
	Mixed	Daily			Mixed	Daily					
1,504 WFY		12.30PM	0.0	D-R	JOSEPH	J	83.8	A 10.15AM			
1,672		12.45	5.8	D	ENTERPRISE	Rs	78.0	10.00			
2,000		1.08	16.0	D	LOSTINE	Ns	67.8	9.17			
1,448 WY		1.25	23.8	D	WALLOWA	Wo	60.0	9.00			
1,202		1.37	29.7		WADE		54.1	8.41			
753 {W M.P. 49.0}		1.57	36.7		MINAM		47.1	8.20			
8pur		2.13	43.2		VINCENT		40.6	8.04			
2,098 {W M.P. 32.6}		2.30	50.0		LOOKING GLASS		33.8	7.47			
1,678		2.52	58.7		GULLING		25.1	7.25			
1,834 Y		3.10	62.9	D	ELGIN	Gn	20.9	7.15			
8pur			68.4		RHINEHART		15.4				
1,204		3.35	71.5	D	IMBLER	Dr	12.3	6.47			
1,125		3.45	75.4		ALICEL		8.4	6.37			
430			77.9		CONLEY		5.9				
715		4.05	81.2		ISLAND CITY		2.0	6.25			
WFTYOP		A 4.30PM	83.8	DN-R	LA GRANDE	Dispr Q Ra	0.0	6.15AM			
					(83.8)			Daily			
(4.00)								(4.00)			
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.	Time-Table No. 11 October 9, 1936			Distance from Pilot Rock	
	STATIONS				
	Distance from Rieth				
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
1,084 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.

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

FIRST 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
	255 Time Freight	Daily	1 STRAMLINKER PASSENGER	17 Passenger	21 Passenger	
			SEE ★ NOTE BELOW	Daily	Daily	
WFTYOP	4.15AM		11.32PM	6.10PM	10.40AM	0.0
3,712 P	4.30		11.41	6.19	10.50	4.8
3,749 P	4.40		11.48	6.23	10.55	8.6
3,711 WP	4.55		11.53PM	6.28	11.01	12.2
3,712 P	5.07		12.02AM	6.36	11.09	17.1
WB 3,707 EB 3,708 WYP	5.15		12.06	6.42	11.15	20.6
3,712 P	5.25		12.11	6.47	11.20	24.2
3,712 P	5.35		12.18	6.55	11.28	27.7
3,716 (W M.P. 359.4) P	5.45		12.25	7.02	11.34	30.8
WB 3,725 EB 3,112 WFYP	5.55		12.32	7.11	11.39	34.0
3,964 YP	6.05		12.37	7.17	11.46	37.6
3,240 P	6.18		12.44	7.24	11.53AM	41.9
WB 3,021 EB 3,122 WFYOP	6.30		12.52	7.35	12.06PM	47.7
3,729 P	6.38		12.57	7.44	12.12	52.2
3,324 P	6.56		1.02	7.54	12.20	58.1
3,696 P	7.12		1.06	8.05	12.27	62.8
WB 4,047 EB 3,710 WP	7.22		1.10	8.12	12.34	67.4
3,706 P	7.30		1.13	8.17	12.38	70.4
3,719 P	7.40		1.17	8.23	12.44	74.1
WB 3,708 EB 3,733 WFYP	7.49		1.21	8.28	12.49	76.9
4,029 P	8.00		1.28	8.34	12.55	80.9
3,714 P	8.10		1.34	8.40	1.01	84.2
3,504 WYP	8.20		1.40	8.45	1.06	87.1
3,817 P	8.30		1.43	8.50	1.14	90.7
3,713 P	8.40		1.46	8.55	1.19	94.5
WFTYOP	9.00AM		1.53AM	9.05PM	1.29PM	99.5

W. B.—Westward Siding.	(4.45)	(2.21)	(2.65)	(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.

Time-Table No. 11
October 9, 1936

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

FIRST SUBDIVISION

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	FIRST CLASS			SECOND CLASS	
	18 Passenger	14 Mixed	2 STRAMLINKER PASSENGER	260 Time Freight	
	SEE ★ NOTE BELOW				
WFTYOP	8.45AM	8.10PM	12.23AM	6.30AM	
3,712 P	8.30	7.55	12.12	5.50	
3,749 P	8.23	7.47	12.07	5.25	
3,711 WP	8.17	7.40	12.01AM	4.55	
3,712 P	8.10	7.31	11.52PM	4.00	
WB 3,707 EB 3,708 WYP	8.05	7.25	11.47	3.30	
3,712 P	7.59	7.18	11.42	2.50	
3,712 P	7.52	7.10	11.36	2.20	
3,716 P	7.45	7.02	11.30	1.55	
WB 3,725 EB 3,112 WFYP	7.38	6.50	11.23	1.35	
3,964 YP	7.32	6.43	11.17	12.37AM	
3,240 P	7.24	6.33	11.10	11.55PM	
WB 3,021 EB 3,122 WFYOP	7.15	6.23	11.03	11.30	
3,729 P	7.03	6.12	10.58	10.58	
3,324 P	6.56	6.04	10.54	10.20	
3,696 P	6.50	5.57	10.50	10.05	
WB 4,047 EB 3,710 WP	6.44	5.50	10.46	9.50	
3,706 P	6.40	5.45	10.43	9.40	
3,719 P	6.35	5.40	10.36	9.25	
WB 3,708 EB 3,733 WFYP	6.31	5.35	10.32	9.15	
4,029 P	6.24	5.28	10.26	8.55	
3,714 P	6.17	5.23	10.19	8.40	
3,504 WYP	6.11	5.18	10.14	8.10	
3,817 P	6.06	5.13	10.11	7.55	
3,713 P	6.01	5.08	10.08	7.45	
WFTYOP	5.55AM	5.00PM	10.02PM	7.30PM	
	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	42.3	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 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 telephones.	SECOND CLASS					FIRST CLASS					Distance from Huntington
	255 Time Freight					62 Passenger					
	Daily					Daily					
	WFTYOP	10.00AM		9.15PM	1.35PM	1.53AM	99.5				
3,707	P	10.10		9.22	1.42	2.00	108.6				
WB 3,694 EB 3,694	WYP	10.20		9.28	1.48	2.05	107.6				
3,691	P	10.30		9.40	1.56	2.13	111.2				
3,715	P	10.40		9.45	2.02	2.19	113.5				
3,985 {W.M.P. 275.1}	P	10.50		9.51	2.08	2.25	115.6				
		10.55		9.55	2.12	2.29	117.6				
C 3,702	WFYP	11.10		9.58	2.14	2.32	118.4				
	P	11.20		10.04	2.19	2.37	121.3				
WB 5,317 EB 3,702	WP	11.40		10.11	2.25	2.43	124.6				
3,702	P	11.53AM		10.19	2.33	2.52	128.8				
4,250	WP	12.13PM		10.25	2.39	2.58	132.0				
4,483	WP	12.25		10.31	2.43	3.04	135.7				
3,731	FP	12.30		10.35	2.46	3.08	137.9				
WB 3,734 EB 3,718	WYP	12.40		10.40	2.52	3.13	141.3				
3,713	P	12.48		10.45	2.56	3.18	144.2				
3,697	P	12.54		10.50	3.01	3.22	147.3				
5,271	P	12.59		10.55	3.05	3.26	150.0				
WB 3,718 EB 4,397	WYP	1.04		11.00	3.10	3.30	152.4				
4,900	P	1.09		11.05	3.16	3.34	155.0				
3,695	P	1.14		11.09	3.21	3.37	157.4				
4,908	P	1.18		11.13	3.25	3.40	160.0				
3,700	WP	1.22		11.17	3.30	3.44	162.4				
3,713	P	1.26		11.21	3.34	3.46	164.8				
3,710	P	1.32		11.27	3.40	3.51	168.6				
4,924	P	1.36		11.31	3.43	3.53	170.8				
3,522	WYOP	1.45		11.40	3.55	3.58	173.8				
	WFTP	A 2.00PM		A 12.23AM	A 12.06AM	A 4.10PM	A 4.03AM				

W. B.—Westward Siding. (4.00) (0.10) (2.41) (2.35) (2.10) 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.	FIRST CLASS					SECOND CLASS	
	18 Passenger					260 Time Freight	
	Daily					Daily	
	WFTYOP	10.00AM		9.15PM	1.35PM	1.53AM	99.5
3,707	P	10.10		9.22	1.42	2.00	108.6
WB 3,694 EB 3,694	WYP	10.20		9.28	1.48	2.05	107.6
3,691	P	10.30		9.40	1.56	2.13	111.2
3,715	P	10.40		9.45	2.02	2.19	113.5
3,985 {W.M.P. 275.1}	P	10.50		9.51	2.08	2.25	115.6
		10.55		9.55	2.12	2.29	117.6
C 3,702	WFYP	11.10		9.58	2.14	2.32	118.4
	P	11.20		10.04	2.19	2.37	121.3
WB 5,317 EB 3,702	WP	11.40		10.11	2.25	2.43	124.6
3,702	P	11.53AM		10.19	2.33	2.52	128.8
4,250	WP	12.13PM		10.25	2.39	2.58	132.0
4,483	WP	12.25		10.31	2.43	3.04	135.7
3,731	FP	12.30		10.35	2.46	3.08	137.9
WB 3,734 EB 3,718	WYP	12.40		10.40	2.52	3.13	141.3
3,713	P	12.48		10.45	2.56	3.18	144.2
3,697	P	12.54		10.50	3.01	3.22	147.3
5,271	P	12.59		10.55	3.05	3.26	150.0
WB 3,718 EB 4,397	WYP	1.04		11.00	3.10	3.30	152.4
4,900	P	1.09		11.05	3.16	3.34	155.0
3,695	P	1.14		11.09	3.21	3.37	157.4
4,908	P	1.18		11.13	3.25	3.40	160.0
3,700	WP	1.22		11.17	3.30	3.44	162.4
3,713	P	1.26		11.21	3.34	3.46	164.8
3,710	P	1.32		11.27	3.40	3.51	168.6
4,924	P	1.36		11.31	3.43	3.53	170.8
3,522	WYOP	1.45		11.40	3.55	3.58	173.8
	WFTP	A 2.00PM		A 12.23AM	A 12.06AM	A 4.10PM	A 4.03AM

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					Distance from Huntington	Time-Table No. 11 October 9, 1936	
SECOND CLASS				FIRST CLASS						STATIONS	
329 Mixed	259 Time Freight	251 Time Freight	255 Time Freight	11 Passenger	21 Passenger	1 STREAMLINER PASSENGER SEE ★NOTE BELOW	62 Passenger	17 Passenger			
WFTP	1223	2:45PM	5:00PM		4:10PM	4:03AM	12:23AM	12:06AM	177.5	DN-R RIETH N	
4,699 P		2:58	5:07		4:15	4:07	12:29	12:11	181.1	BARNHART	
4,727 P		3:06	5:15		4:21	4:12	12:35	12:17	186.0	CAMPBELL	
650	1237								187.8	YOAKUM	
4,716 P	1239	3:12	5:23		4:27	4:17	12:42	12:24	190.8	NOLIN	
4,698 WP	1247	3:20	5:33		4:35	4:24	12:50	12:32	197.4	DN ECHO Hi	
4,706 P	1254	3:25	5:39		4:40	4:27	12:57	12:37	200.7	STANFIELD Nd	
P	120	3:32	5:46		4:46	4:31	1:05	12:43	205.3	DN HINKLE Uk	
4,703 P	108	3:40		VIA MUNLEY			1:15		209.3	D HERMISTON Mn	
WFTYP	120	A 4:00PM	12:01PM		2:25AM		A 1:30AM		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	VIA MUNLEY	2:42				226.9	JUDSON	
4,980 WFYP			12:50	VIA MUNLEY	2:50				233.2	DN MESSNER Fo	
4,930 P			5:52	VIA UMATILLA	4:50	4:34		12:47	208.7	WESTLAND	
4,901 WP			6:00	VIA UMATILLA	4:55	4:38		12:52	213.6	MUNLEY	
4,905 P			6:09		5:01	4:42		12:58	219.4	CLARKE	
4,980 WFYP			12:50		5:07	4:46		1:05	223.9	DN MESSNER Fo	
650			12:55		5:10	4:48		1:07	225.7	D BOARDMAN Bd	
4,900 P			1:05		5:12	4:49		1:18	227.5	PETERS	
4,904 P			1:33		5:16	4:52		1:23	231.4	CASTLE	
5,190 P			1:50		5:22	4:57		1:37	237.2	BOULDER	
824 TP	11:45PM		1:58		5:27	5:00		1:43	241.2	N HEPPNER JCT. Wi	
5,001 P	11:50		2:02		5:29	5:02		1:45	242.7	WILLOWS	
4,924 P	11:58PM		2:10		5:34	5:06		1:52	247.1	SILICA	
WB 6,296 EB 5,906	A12:05AM		2:30		5:44	5:11		2:00	251.7	DN ARLINGTON Mx	
4,940 P			2:45		5:49	5:16		2:10	255.4	GILMORE	
4,946 WP			3:02		5:54	5:19		2:16	259.9	BLALOCK	
4,917 P			3:12		5:58	5:22		2:21	263.9	RAMSAY	
4,892 P			3:17		6:03	5:24		2:24	266.3	QUINTON	
5,000 P			3:27		6:11	5:28		2:29	270.6	HOOK	
4,947 P			3:34		6:16	5:32		2:34	274.6	GOFF	
5,165 WP			3:42		6:19	5:35		2:38	277.4	DAY	
5,000 P			3:50		6:21	5:37		2:42	280.1	RUFUS	
4,928 P			3:57		6:24	5:39		2:46	282.7	GRANT	
6,656 YP			4:05		6:29	5:42		2:52	285.6	DN BIGGS Bx	
2,750			4:15		6:34	5:46		2:57	289.2	MILLER	
2,825			4:25		6:39	5:50		3:05	293.1	CELLO	
Spur			4:30		6:41	5:51		3:07	294.3	N OREGON TRUNK JCT. Vo	
3,678			4:42		6:46	5:54		3:15	296.0	DILLON	
Spur			4:50		6:52	5:58		3:25	297.8	DUNE	
WFTOP			A 5:00PM		A 4:40AM	A 7:06PM		A 6:05AM	300.9	BIG EDDY	
									301.8	SEUFERT	
									305.3	DN-R THE DALLES Dk-Wh	

W.B.—Westward Siding. (0.20) (1.15) (4.59) (6.00) (9.15) (9.55) (9.02) (1.07) (3.29) Thru Time
 E.B.—Eastward Siding. 31.5 30.6 19.8 21.3 43.9 43.8 92.9 34.3 35.7 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, Celilo and Big Eddy for mail.

WESTWARD				THIRD SUBDIVISION					Distance from Portland	Time-Table No. 11 October 9, 1936	
SECOND CLASS				FIRST CLASS						STATIONS	
14 Mixed	2 STREAMLINER PASSENGER	12 Passenger	18 Passenger	61 Passenger	252 Time Freight	260 Time Freight	330 Mixed				
WFTP									211.9	DN-R RIETH N	
4,699 P									208.3	BARNHART	
4,727 P									203.4	CAMPBELL	
650									201.6	YOAKUM	
4,716 P									198.5	NOLIN	
4,698 WP									192.0	DN ECHO Hi	
4,706 P									188.7	STANFIELD Nd	
P									184.1	DN HINKLE Uk	
4,703 P									193.4	DN HINKLE Uk	
WFTYP									189.4	D HERMISTON Mn	
3,110 P									182.9	DN-R UMATILLA Cs	
3,200 P									178.7	BAILEY	
3,200 P									175.5	IRRIGON	
4,980 WFYP									171.8	JUDSON	
4,930 P									166.5	DN MESSNER Fo	
4,901 WP									180.7	WESTLAND	
4,905 P									175.8	MUNLEY	
4,980 WFYP									170.0	CLARKE	
650									165.5	DN MESSNER Fo	
4,900 P									163.7	D BOARDMAN Bd	
4,904 P									161.9	PETERS	
5,190 P									158.0	CASTLE	
824 TP									152.2	BOULDER	
5,001 P									148.2	N HEPPNER JCT. Wi	
4,924 P									146.7	WILLOWS	
WB 6,296 EB 5,906									142.3	SILICA	
4,940 P									137.7	DN ARLINGTON Mx	
4,946 WP									134.0	GILMORE	
4,917 P									129.5	BLALOCK	
4,892 P									125.5	RAMSAY	
5,000 P									123.1	QUINTON	
4,947 P									118.8	HOOK	
5,165 WP									114.8	GOFF	
5,000 P									112.0	DAY	
4,928 P									109.3	RUFUS	
6,656 YP									106.7	GRANT	
2,750									103.8	DN BIGGS Bx	
2,825									100.2	MILLER	
Spur									96.3	CELLO	
3,678									95.1	N OREGON TRUNK JCT. Vo	
Spur									93.4	DILLON	
WFTOP									91.6	DUNE	
									88.5	BIG EDDY	
									87.6	SEUFERT	
									84.1	DN-R THE DALLES Dk-Wh	

W.B.—Westward Siding. Thru Time (3.05) (2.07) (2.10) (2.54) (0.55) (4.30) (2.00) (0.20)
 E.B.—Eastward Siding. Average Speed per Hour 41.4 60.4 45.6 44.1 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. 18 will stop on flag at any station for revenue passengers when destined Cheyenne or beyond.

WESTWARD

FOURTH SUBDIVISION

SECOND CLASS

FIRST CLASS

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS			FIRST CLASS					Distance from Huntington
	692	251	255	458	21	1	17	5	
	Time Freight	Time Freight	Time Freight	Passenger	Passenger	STREAMLINER PASSENGER SEE NOTE BELOW	Passenger	Mail and Express	
WFTOP		7:15PM	12:30AM		7:10PM	6:05AM	5:05AM	3:45AM	305.3
P		7:25	12:40		7:17	6:09	5:11	3:50	307.8
3,300 P		7:40	12:55		7:24	6:16	5:19	3:58	313.4
3,165 P		7:50	1:05		7:29	6:21	5:25	4:04	317.0
3,250 P		8:05	1:15		7:34	6:25	5:31	4:10	320.3
WB 3,620 EB 5,350 WP		9:00	1:35		7:43	6:33	5:40	4:20	326.3
4,040 P		9:20	2:12		7:51	6:40	5:48	4:28	330.4
4,900 P		9:45	2:25		8:00	6:48	5:57	4:38	336.6
4,900 P		9:58	2:32		8:05	6:54	6:03	4:43	339.8
4,900 P		10:10	2:39		8:10	6:58	6:08	4:48	342.7
4,900 P		10:33 10:43	2:46		8:16	7:03	6:14	4:55	346.6
6,783 WP		11:15	3:05		8:24	7:10	6:21	5:02	350.8
									353.7
3,315 P		11:45PM	3:15		8:30	7:17	6:28	5:09	355.4
3,108 P		12:01AM	3:21		8:34	7:20	6:32	5:13	358.0
									359.8
3,479 OP		12:58	3:35		8:41	7:26	6:40	5:20	363.1
									365.5
4,900 P		1:30	3:45		8:48	7:30	6:46	5:26	367.0
									369.0
3,050 P		2:00	3:55		8:53	7:33	6:51	5:31	370.3
5,979 WTP		2:30	4:15		8:59	7:36	6:57	5:36	373.8
2,700 P					9:06	7:39	7:02	5:40	376.2
2,720 P		VIA KENTON	VIA KENTON		9:16	7:45	7:13	5:49	381.7
1,560 P					9:22	7:49	7:20	5:55	385.0
1,058					9:28	7:52	7:25	6:00	387.5
									378.8
3,215 P		3:00	4:25						383.5
3,315 P		3:30	4:35						389.0
3,402		4:00	4:45						390.2
1,415 YP		4:20	4:55						391.5
IP		5:30AM							390.3
1,415 IYP		5:35							390.3
1,415 IYP		5:35	4:20	4:55	8:58				390.3
IP		5:45	4:30	5:05	9:02				391.7
WFTYOP		A 6:00AM	A 5:00AM	A 6:00AM					394.2
IP					9:13	9:33	7:55	7:30	388.8
IP									389.1
IP					A 9:20PM	A 9:40PM	A 8:00AM	A 7:35AM	389.4

Time-Table No. 11

October 9, 1936

STATIONS			
DN-R	THE DALLES	Dk-Wb	Double Track
	CRATES		
	ROWENA		
	CHATFIELD		
D	MOSIER	H	
DN	HOOD RIVER	Ki	
	MENO		
	LINDSEY		
	WYETH		
	FARLEY		
	CASCADE LOCKS		
DN	BONNEVILLE	Mu	
	WARRENDALE		
	DODSON		
	ONEONTA		
	MULTNOMAH FALLS		
D	BRIDAL VEIL	Ju	
	LATOURELL		
	ROOSTER ROCK		
	CORBETT		
	TAYLOR		
DN	TROUTDALE	Sn	
	FAIRVIEW		
	CLARNIE		
	GRAHAM		
	BRUUN		
	HEMLOCK		
	FIR		
	KENTON		
	PENINSULA JCT.		
DN	NORTH PORTLAND JCT.	KD	
	PENINSULA JCT.		
	PENINSULA JCT.		
	ST. JOHNS JCT.		
DN-R	ALBINA	Dispr. X	
	EAST PORTLAND		
	UNITED RY. CROSSING		
DN-R	PORTLAND	P-Vo	

W. B.—Westward Siding.	(0.30)	(0.45)	(5.30)	(0.24)	(2.30)	(1.55)	(2.30)	(2.25)	Thru Time
E. B.—Eastward Siding.	10.4	3.6	16.2	17.0	33.6	43.9	33.6	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. 11

October 9, 1936

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	Distance from Portland	FIRST CLASS					SECOND CLASS	
		14	561	2	12	18	252	691
		Mixed	Passenger	STREAMLINER PASSENGER	Passenger	Passenger	Time Freight	Time Freight
WFTOP	84.1	A 10:50AM	A 5:38PM	A 11:40PM	A 11:55PM	A 3:20AM		
P	81.6	10:44	5:32	11:33	11:47	3:10		
3,300 P	76.0	10:35	5:25	11:25	11:39	2:58		
3,165 P	72.4	10:30	5:21	11:19	11:34	2:50		
3,250 P	69.1	10:25	5:16	11:14	11:29	2:40		
WB 3,620 EB 5,350 WP	63.1	10:14	5:08	11:05	11:20	2:25		
4,040 P	59.0	10:03	5:02	10:58	11:08	2:12		
4,900 P	52.8	9:55	4:54	10:49	10:59	2:00		
5,110 WP	49.6	9:51	4:49	10:43	10:54	1:52		
4,900 P	46.7	9:46	4:45	10:39	10:49	1:44		
4,900 P	42.8	9:40	4:40	10:33	10:43	1:35		
6,783 WP	38.8	9:30	4:33	10:26	10:36	1:25		
	35.8							
3,315 P	34.1	9:20	4:27	10:19	10:29	1:12		
3,108 P	31.4	9:16	4:24	10:15	10:25	1:06		
	29.6							
3,479 OP	26.3	9:09	4:18	10:09	10:19	12:58		
	23.9							
4,900 P	22.4	9:02	4:13	10:04	10:14	12:48		
	20.4							
3,050 P	19.1	8:57	4:09	10:00	10:10	12:40		
5,979 WTP	15.6	8:52	4:05	9:56	10:06	12:25		
2,700 P	13.2	8:46	4:02	9:52	10:02			
2,720 P	7.7	8:39	3:57	9:46	9:53			
1,560 P	4.4	8:35	3:52	9:41	9:47			
1,058	1.9	8:31	3:49	9:37	9:42			
3,215 P	17.0					12:17		
3,315 P	12.3					12:10AM		
3,402	6.8					11:59PM		
1,415 YP	5.6					11:51		
IP	6.8					A 8:05PM		
1,415 IYP	5.6					7:55		
1,415 IYP	5.6					11:51	7:55	
IP	4.1					11:46	7:50	
WFTYOP	1.6					11:30PM	7:30PM	
IP	0.6	8:28	8:38	3:47	9:33	9:38		
IP	0.3							
IP	0.0	8:25AM	8:35AM	3:45PM	9:30PM	9:35PM		
		Daily	Daily	SEE NOTE BELOW	Daily	Daily	Daily	

W. B.—Westward Siding.	Thru Time	(2.25)	(0.20)	(1.53)	(2.10)	(2.20)	(3.50)	(0.85)
E. B.—Eastward Siding.	Average Speed per Hour	34.8	20.4	44.7	38.8	36.0	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.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD				HEPPNER BRANCH				EASTWARD					
	SECOND CLASS				Distance from Heppner	Time-Table No. 11				Distance from Heppner Jct.	SECOND CLASS			
	October 9, 1936					STATIONS								
		331 Mixed	329 Mixed								330 Mixed			
2,867	WFTY		7.15 PM	9.00 PM	0.0	D-R	HEPPNER	Hr	45.2	A	6.00 AM			
1,029	P		7.35	9.20	8.9		LEXINGTON		36.3	s	5.35			
471		f	7.50	9.35	14.2		JORDAN		31.0	f	5.20			
1,150	W	s	8.00	9.55	16.9		IONE	On	28.3	s	5.10			
132		f	8.15	10.10	20.0		McNAB		25.2	f	5.00			
835		s	8.25	10.25	26.4		MORGAN		19.8	s	4.48			
263		f	8.35	10.35	27.5		MORSIL		17.7	f	4.43			
330	W	s	8.55	10.55	30.7		CECIL		14.5	s	4.33			
188		f	9.05	11.05	34.3		EWING		10.9	f	4.23			
734		f	9.15	11.20	38.4		RHEA		6.8	f	4.10			
136					42.2		HARRIETT		3.0					
1,780	TP	A	9.45 PM	11.45 PM	45.2	N-R	HEPPNER JCT.	Wi	0.0		3.50 AM			
							(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.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD				CONDON BRANCH				EASTWARD					
	SECOND CLASS				Distance from Condon	Time-Table No. 11				Distance from Arlington	SECOND CLASS			
	October 9, 1936					STATIONS								
		307 Mixed	327 Mixed	317 Mixed							318 Mixed	328 Mixed		
5,260	WFYP		10.00 PM	9.40 PM	7.15 PM	0.0	D-R	CONDON	Cd	44.5	A	6.30 AM	A	8.00 AM
1,278		f	10.20	10.01	7.35	8.2		GWENDOLEN		36.3	f	6.00	f	7.15
1,515		f	10.35	10.15	7.50	12.2		SPEECE		32.3	f	5.45	f	7.00
1,533		s	10.50	10.30	8.05	15.9		CLEM		28.6	s	5.26	s	6.41
1,515	W	s	11.10	10.55	8.25	20.1		MIKKALO		24.4	s	5.05	s	6.20
1,400		f	11.30	11.15	8.50	24.6		BARNETT		19.7	f	4.45	f	6.00
662	W	s	11.50 PM	11.35 PM	9.10	28.5		ROCK CREEK		16.0	s	4.26	s	5.35
122						30.8		SMYTHE		13.7				
1,504		f	12.15 AM	12.05 AM	9.35	37.2		SHUTLER		7.3	f	4.00	f	5.10
6,920	WFYP	A	12.40 AM	12.40 AM	10.00 PM	44.5	DN-R	ARLINGTON	Mx	0.0		3.35 AM		4.45 AM
								(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.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD				SHANIKO BRANCH				EASTWARD					
	SECOND CLASS				Distance from Shaniko	Time-Table No. 11				Distance from Biggs	SECOND CLASS			
	October 9, 1936					STATIONS								
		325 Mixed									326 Mixed			
3,385	WFYP			7.45 PM	0.0	D-R	SHANIKO	Sh	69.7	A	7.35 AM			
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		f	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	11.55 PM		69.7	DN-R	BIGGS	Bx	0.0		3.05 AM			
							(69.7)				Mon., Wed., Fri.			
		(4.10)					Thru Time		(4.30)					
		16.7					Average Speed per Hour		15.6					

Westward 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 telephones.	WESTWARD				BEND BRANCH				EASTWARD					
	SECOND CLASS				Distance from Bend	Time-Table No. 11				Distance from Oregon Trunk Junction	SECOND CLASS			
	October 9, 1936					STATIONS								
		315 Time Freight	313 Time Freight								314 Time Freight			
		Saturday	2.30 PM	2.30 AM	0.0	DN-R	BEND	Nd	150.0	A	6.10 AM			
BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF OREGON TRUNK RAILWAY														
			9.30 PM	10.00 AM	150.0	N	OREGON TRUNK JUNCTION	Vo	0.0		10.30 PM			
							(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.

		EASTWARD				FIFTH SUBDIVISION			
		SECOND CLASS		FIRST CLASS				Time-Table No. 11	
		692		34		458		38	
		Time Freight		CMSt.P.&P Passenger (16)		Passenger		CMSt.P.&P Passenger (15)	
		Daily		Daily		Daily		Daily	
								Distance from Seattle	
P				9.45PM	4.20PM	8.15AM	0.0	SEATTLE	Ow
							1.9	G. N. CROSSING	
							1.9	N. P. CROSSING	
WFITYOP		9.30PM		A 9.54PM	4.28	A 8.24AM	3.1	ARGO	G
I								C. M. St. P. & P. & P. C. CROSSING	
1,354 1,401	P		9.50PM		4.37PM		9.4	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.

								Time-Table No. 11	
								October 9, 1936	
								STATIONS	
P			10.50PM			5.15PM	35.7	TACOMA JCT.	Jn
I			11.00PM			5.19PM	36.4	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.

								Time-Table No. 11	
								October 9, 1936	
								STATIONS	
IP			5.30AM			8.56PM	176.4	NORTH PORTLAND JCT.	
1,415	IYP						177.6	PENINSULA JCT.	
	IP						179.1	ST. JOHNS JCT.	
	P		A 6.00AM				181.6	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 (5.00) 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.

WESTWARD		OLYMPIA BRANCH		EASTWARD	
FIRST CLASS		Time-Table No. 11		FIRST CLASS	
321		October 9, 1936		322	
Mixed				Mixed	
Daily Ex. Sun.					
Distance from East Olympia		Distance from Olympia		Distance from Olympia	
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

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

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

		FIFTH SUBDIVISION				WESTWARD	
		FIRST CLASS		SECOND CLASS		Time-Table No. 11	
		37		561		33	
		CMSt.P.&P Passenger (15)		Passenger		CMSt.P.&P Passenger (16)	
		Daily		Daily		Daily	
						Distance from Portland	
P				8.00AM	2.20PM	9.15PM	183.2
							181.3
							181.3
WFITYOP				7.51AM	2.09	9.06PM	180.1
I							
1,354 1,401	P				2.00PM		173.8

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.

								Time-Table No. 11	
								October 9, 1936	
								STATIONS	
P							147.5	TACOMA JCT.	Jn
I							146.8	RESERVATION	Rn
							146.7	N. P. CROSSING	
							146.5	N. P. CROSSING	
							146.5	N. P. CROSSING	
							146.4	N. P. CROSSING	
							145.2	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.

								Time-Table No. 11	
								October 9, 1936	
								STATIONS	
IP							6.8	NORTH PORTLAND JCT.	
1,415	IYP						5.6	PENINSULA JCT.	
	IP						4.1	ST. JOHNS JCT.	
	P						1.6	ALBINA	
	IP						0.6	EAST PORTLAND	
							0.3	UNITED RY. CROSSING	
	IP						0.0	PORTLAND	

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

WESTWARD		TONO BRANCH		EASTWARD		WESTWARD		PRIMO BRANCH		EASTWARD	
FIRST CLASS		Time-Table No. 11		FIRST CLASS		FIRST CLASS		Time-Table No. 11		FIRST CLASS	
321		October 9, 1936		322		321		October 9, 1936		322	
Mixed				Mixed		Mixed				Mixed	
Daily Ex. Sun.				Daily Ex. Sun.		Daily Ex. Sun.				Daily Ex. Sun.	
Distance from Tono		Distance from Centralia		Distance from Olympia		Distance from Vesta		Distance from Cosmopolis		Distance from Cosmopolis	
WFOP		0.0	R	TONO 8.0			0.0	VESTA 15.9			
		5.8		WABASH 2.2			1.4	PRIMO 14.5			
							4.3	MIDSON 11.6			
							5.5	TARLTON 10.4			
							7.9	LYLE SPUR 8.0			
							8.6	ARCTIC 7.3			
WFYOTP		8.0	DN-R	CENTRALIA Ca 0.0			10.7	BRIDGES 5.2			
							15.9	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, interlocking plants, turnlocking stations, scales and telephones.	SECOND CLASS	FIRST CLASS	Distance from Centralia	Time-Table No. 11 October 9, 1936	Distance from Hoquiam	FIRST CLASS	SECOND CLASS		
	463 CM St. P. & P Fast Frt.	337 Mixed				338 Mixed	336 Passenger	462 CM St. P. & P Fast Frt.	
	Daily Except Monday	Daily							
WFTYOP		3:15AM	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	11:55PM	1:30AM	
				2.4	N. P. CROSSING	55.1			
				2.4	C. M. ST. P. & P. CROSSING	55.1			
1,359	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
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
1,523	P	4:36	f 4:53	43.8	MELBOURNE	13.7	f 10:05	f 11:45	6:14
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	COSMOPOLIS	6.3	s 9:40	s 11:25	5:35
				53.3	N. P. CROSSING	4.2			
4,135	WYOP	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

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

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

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

Time Inspectors are located as shown below:

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

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

Standard clocks are located as shown below:

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

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

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
Ralph M. Dodson	Chief Surgeon	Portland, Ore.	Portland.
Joseph M. Roberts	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, Ore.	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.
L. L. Rudd, Train Dispatcher..... La Grande, Ore.
J. B. McLaughlin, Train Dispatcher..... La Grande, Ore.
V. B. Dygart, Train Dispatcher..... La Grande, Ore.
D. B. Lavever, 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.
R. W. Teeters, Train Dispatcher..... Portland, Ore.
O. H. Newman, Train Dispatcher..... Portland, Ore.