



MAP OF THE
NORTHWESTERN DISTRICT

CORRECTED TO AUG. 1, 1936

SCALE OF MILES



UNION PACIFIC RAILROAD COMPANY
Northwestern District



Oregon Division

**TIME-TABLE
No. 12**

**Effective Sunday,
November 15, 1936**

At 12:01 A. M. Pacific Time



FOR EMPLOYEES ONLY

Press of JAMES, KERNS & ABBOTT CO., Portland, Oregon, U. S. A.

WESTWARD		FIRST SUBDIVISION				Distance from Huntington	Time-Table No. 12	
SECOND CLASS		FIRST CLASS			November 15, 1936			
	255 Time Freight	1 STREAMLINER PASSENGER	17 Passenger	21 Passenger	STATIONS			
Length of sidings in feet and location of water, fuel, in- locking plants, turning stations, scales and tele- phone.	Daily	SEE ★ NOTE BELOW	Daily	Daily	DN-R HUNTINGTON Hu			
	WFTYOP	4.15AM	11.32PM	6.10PM	10.40AM	0.0	D LIME By	
3,712 P	4.30	11.41	6.19	10.50	4.8	D JETT By		
3,749 P	4.40	11.48	6.23	10.55	8.6	D WEATHERBY By		
3,711 WP	4.55	11.53PM	6.28	11.01	12.2	D NELSON Du		
3,712 P	5.07	12.02AM	6.36	11.09	17.1	DN DURKEE Du		
WB 3,707 EB 3,708 WYP	5.15	12.06	6.42	11.15	20.6	D LEONARD Du		
3,712 P	5.25	12.11	6.47	11.20	24.2	D OXMAN Du		
3,712 P	5.35	12.18	6.55	11.28	27.7	D HINDMAN Du		
3,716 (W M.P.) P	5.45	12.25	7.02	11.34	30.8	D PLEASANT VALLEY Du		
WB 3,725 EB 3,112 WFYP	5.55	12.32	7.11	11.39	34.0	D ENCINA Du		
3,964 YP	6.05	12.37	7.17	11.46	37.6	D QUARTZ Du		
3,240 P	6.18	12.44	7.24	11.53AM	41.9	DN BAKER Be		
WB 9,021 EB 3,122 WFYOP	6.30	12.52	7.35	12.06PM	47.7	D WING Kb		
3,729 P	6.38	12.57	7.44	12.12	52.2	D HAINES Kb		
3,324 P	6.56	1.02	7.54	12.20	56.1	D HUTCHINSON Hd		
3,696 P	7.12	1.06	8.05	12.27	62.8	D NORTH POWDER Hd		
WB 4,047 EB 3,710 WP	7.22	1.10	8.12	12.34	67.4	D LUN Wk		
3,706 P	7.30	1.13	8.17	12.38	70.4	D SAGO Wk		
3,719 P	7.40	1.17	8.23	12.44	74.1	DN TELOCASET Wk		
WB 3,708 EB 3,733 WFYP	7.49	1.21	8.28	12.49	76.9	D CROOKS Wk		
4,029 P	8.00	1.28	8.34	12.55	80.9	D PYLE Un		
3,714 P	8.10	1.34	8.40	1.01	84.2	D UNION JCT. Un		
3,504 WYP	8.20	1.40	8.45	1.06	87.1	D HOT LAKE Un		
3,817 P	8.30	1.43	8.50	1.14	90.7	D LONETREE Un		
3,713 P	8.40	1.46	8.55	1.19	94.5	DN-R LA GRANDE Dispr Q Ra		
WFTYOP	A 9.00AM	A 1.53AM	A 9.05PM	A 1.29PM	99.5	(99.5)		

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.

WESTWARD		FIRST SUBDIVISION				Distance from Portland	Time-Table No. 12	
SECOND CLASS		FIRST CLASS			November 15, 1936			
	260 Time Freight	18 Passenger	14 Mixed	2 STREAMLINER PASSENGER	STATIONS			
Length of sidings in feet and location of water, fuel, in- locking plants, turning stations, scales and tele- phone.	Daily				DN-R HUNTINGTON Hu			
	WFTYOP	6.30AM	8.45AM	8.10PM	12.23AM	389.4	D LIME By	
3,712 P	5.50	8.30	7.55	12.12	384.6	D JETT By		
3,749 P	5.25	8.23	7.47	12.07	380.8	D WEATHERBY By		
3,711 WP	4.55	8.17	7.40	12.01AM	377.2	D NELSON Du		
3,712 P	4.00	8.10	7.31	11.52PM	372.3	DN DURKEE Du		
WB 3,707 EB 3,708 WYP	3.30	8.05	7.25	11.47	368.8	D LEONARD Du		
3,712 P	2.50	7.59	7.18	11.42	365.2	D OXMAN Du		
3,712 P	2.20	7.52	7.10	11.36	361.7	D HINDMAN Du		
3,716 P	1.55	7.45	7.02	11.30	358.6	D PLEASANT VALLEY Du		
WB 3,725 EB 3,112 WFYP	1.35	7.38	6.50	11.23	355.4	D ENCINA Du		
3,964 YP	12.37AM	7.32	6.43	11.17	351.8	D QUARTZ Du		
3,240 P	11.55PM	7.24	6.33	11.10	347.5	DN BAKER Bo		
WB 9,021 EB 3,122 WFYOP	11.30	7.15	6.23	11.03	341.7	D WING Kb		
3,729 P	10.58	7.03	6.12	10.58	337.2	D HAINES Kb		
3,324 P	10.20	6.56	6.04	10.54	331.3	D HUTCHINSON Hd		
3,696 P	10.05	6.50	5.57	10.50	326.6	D NORTH POWDER Hd		
WB 4,047 EB 3,710 WP	9.50	6.44	5.50	10.46	322.0	D LUN Wk		
3,706 P	9.40	6.40	5.45	10.43	319.0	D SAGO Wk		
3,719 P	9.25	6.35	5.40	10.36	315.3	DN TELOCASET Wk		
WB 3,708 EB 3,733 WFYP	9.15	6.31	5.35	10.32	312.5	D CROOKS Wk		
4,029 P	8.55	6.24	5.28	10.26	308.5	D PYLE Un		
3,714 P	8.40	6.17	5.23	10.19	305.2	D UNION JCT. Un		
3,504 WYP	8.10	6.11	5.18	10.14	302.3	D HOT LAKE Un		
3,817 P	7.55	6.06	5.13	10.11	298.7	D LONETREE Un		
3,713 P	7.45	6.01	5.08	10.08	294.9	DN-R LA GRANDE Dispr Q Ra		
WFTYOP	7.30PM	5.55AM	5.00PM	10.02PM	289.9	(99.5)		

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	STATIONS
	255 Time Freight	62 Passenger	17 Passenger	21 Passenger	1 STREAMLINER PASSENGER	Time-Table No. 12 November 15, 1936		
	Daily	Daily	Daily	Daily	SEE NOTE BELOW			
WFTYOP	10:00AM		9:15PM	1:35PM	1:53AM	99.5	DN-R LA GRANDE Dispr Q Ra	
3,707 P	10:10		9:22	1:42	2:00	103.6	PERRY 4.1	
WB 3,694 WYP	10:20		9:28	1:48	2:05	107.5	D HILGARD Dy	
3,691 P	10:30		9:40	1:56	2:13	111.2	GLOVER 3.7	
3,715 P	10:40		9:45	2:02	2:19	113.5	MOTANIC 2.3	
3,985 (W M.P. 275.1) P	10:50		9:51	2:08	2:25	115.6	BODIE 2.1	
	10:55		9:55	2:12	2:29	117.5	BODIE 1.9	
C 3,702 WFYP	11:10		9:58	2:14	2:32	118.4	EAST END DOUBLE TRACK 0.9	
	11:20		10:04	2:19	2:37	121.3	DN KAMELA S Double Track	
WB 5,317 WP	11:40		10:11	2:25	2:43	124.5	WEST END DOUBLE TRACK 2.0	
3,702 P	11:53AM		10:19	2:33	2:52	128.8	DN MEACHAM Mh	
4,256 WP	12:13PM		10:25	2:39	2:58	132.0	PORTER 4.3	
4,483 WP	12:25		10:31	2:43	3:04	135.7	HURON 3.2	
3,731 FP	12:30		10:35	2:46	3:08	137.9	CAMP 2.2	
WB 3,734 WYP	12:40		10:40	2:52	3:13	141.3	NORTH FORK 3.4	
3,713 P	12:48		10:45	2:56	3:18	144.2	DN DUNCAN Nf	
3,697 P	12:54		10:50	3:01	3:22	147.3	SLOAN 2.9	
5,271 P	12:59		10:55	3:05	3:26	150.0	CONWAY 3.1	
WB 3,718 WYP	1:04		11:00	3:10	3:30	152.4	BONIFER 2.7	
4,900 P	1:09		11:05	3:16	3:34	155.0	D GIBBON Gi	
3,695 P	1:14		11:09	3:21	3:37	157.4	TUMIA 2.5	
4,908 P	1:18		11:13	3:25	3:40	160.0	THORN HOLLOW 2.4	
3,700 WP	1:22		11:17	3:30	3:44	162.4	HOMLY 2.6	
3,713 P	1:26		11:21	3:34	3:46	164.8	CAYUSE 2.4	
3,710 P	1:32		11:27	3:40	3:51	168.6	MINTHORN 3.8	
4,924 P	1:36		11:31	3:43	3:53	170.8	MISSION 2.2	
3,522 WYOP	1:45	12:13AM	11:40	3:55	4:00	173.8	MUNRA 2.2	
	A 2:00PM	A 12:23AM	A 12:06AM	A 4:10PM	A 4:03AM	177.5	DN PENDLETON Fd	
							DN-R RIETH N	

W. B.—Westward Siding. (4.00) Thru Time
 E. B.—Eastward Siding. 19.5 Average Speed per Hour
 C.—Center Siding. (0.10) 22.2 (2.41) 29.1 (2.35) 30.2 (2.10) 36.0

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		Distance from Portland	STATIONS
	18 Passenger	61 Passenger	14 Mixed	2 STREAMLINER PASSENGER	260 Time Freight	Time-Table No. 12 November 15, 1936		
	Daily	Daily	Daily	SEE NOTE BELOW	Daily			
WFTYOP	A 5:45AM		A 4:50PM	A 10:02PM	A 6:30PM	289.9	DN-R LA GRANDE Dispr Q Ra	
3,707 P	5:33		4:35	9:54	6:10	285.8	PERRY 4.1	
WB 3,694 WYP	5:26		4:28	9:47	5:58	281.9	D HILGARD Dy	
3,691 P	5:18		4:20	9:40	5:44	278.2	GLOVER 3.7	
3,715 P	5:13		4:15	9:35	5:24	275.9	MOTANIC 2.3	
3,985 (W M.P. 275.1) P	5:09		4:11	9:31	5:11	273.8	BODIE 2.1	
	5:05		4:07	9:27	4:44	271.9	BODIE 1.9	
C 3,702 WFYP	5:02		4:05	9:25	4:38	271.0	EAST END DOUBLE TRACK 0.9	
	4:55		3:55	9:18	4:15	268.1	DN KAMELA S Double Track	
WB 5,317 WP	4:49		3:49	9:12	4:00	264.0	WEST END DOUBLE TRACK 2.0	
3,702 P	4:39		3:39	9:02	3:39	260.6	DN MEACHAM Mh	
4,256 WP	4:32		3:32	8:53	3:15	257.4	PORTER 4.3	
4,483 WP	4:26		3:26	8:47	3:05	253.7	HURON 3.2	
3,731 FP	4:22		3:22	8:43	2:46	251.5	CAMP 2.2	
WB 3,734 WYP	4:17		3:17	8:38	2:30	248.1	NORTH FORK 3.4	
3,713 P	4:13		3:13	8:33	2:20	245.2	DN DUNCAN Nf	
3,697 P	4:08		3:08	8:28	2:10	242.1	SLOAN 2.9	
5,271 P	4:04		3:05	8:23	2:02	239.4	CONWAY 3.1	
WB 3,718 WYP	4:00		3:00	8:20	1:56	237.0	BONIFER 2.7	
4,900 P	3:56		2:56	8:17	1:38	234.4	D GIBBON Gi	
3,695 P	3:53		2:53	8:14	1:29	232.0	TUMIA 2.5	
4,908 P	3:49		2:49	8:10	1:18	229.4	THORN HOLLOW 2.4	
3,700 WP	3:44		2:44	8:06	1:00	227.0	HOMLY 2.6	
3,713 P	3:41		2:41	8:04	12:54	224.6	CAYUSE 2.4	
3,710 P	3:37		2:37	8:00	12:44	220.8	MINTHORN 3.8	
4,924 P	3:34		2:34	7:56	12:38	218.6	MISSION 2.2	
3,522 WYOP	3:30	3:05	2:30	7:51	12:23	215.6	MUNRA 2.2	
	A 3:20AM	A 3:10AM	A 2:20	7:45PM	12:05PM	211.9	DN PENDLETON Fd	
	2:55AM	3:10AM	2:05PM	7:45PM	12:05PM		DN-R RIETH N	

W. B.—Westward Siding. (2.50) Thru Time
 E. B.—Eastward Siding. 27.5 Average Speed per Hour
 C.—Center Siding. (0.10) 22.2 (2.45) 28.4 (2.17) 34.2 (6.25) 12.2

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										EASTWARD									
SECOND CLASS					FIRST CLASS					Distance from Huntington	Time-Table No. 12 November 15, 1936																		
329 Mixed	259 Time Freight	251 Time Freight	255 Time Freight	11 Passenger	21 Passenger	1 STREAMLINER Passenger	62 Passenger	17 Passenger	STATIONS																				
Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	SEE NOTE BELOW	Daily	Daily	DN-R RIETH N																				
										BARNHART																			
										CAMPBELL																			
										YOAKUM																			
										NOLIN																			
										DN ECHO Hi																			
										DN STANFIELD Nd																			
										DN HINKLE Uk																			
										DN HINKLE Uk																			
										D HERMISTON Mn																			
										DN-R UMATILLA Co																			
										BAILEY																			
										IRRIGON																			
										JUDSON																			
										DN MESSNER Fo																			
										WESTLAND																			
										MUNLEY																			
										CLARKE																			
										DN MESSNER Fo																			
										D BOARDMAN Bd																			
										PETERS																			
										CASTLE																			
										BOULDER																			
										N HEPPNER JCT. Wi																			
										WILLOWS																			
										SILICA																			
										DN ARLINGTON Mx																			
										GILMORE																			
										BLALOCK																			
										RAMSAY																			
										QUINTON																			
										HOOK																			
										GOFF																			
										DAY																			
										RUFUS																			
										GRANT																			
										DN BIGGS Bx																			
										MILLER																			
										CELLO																			
										N OREGON TRUNK JCT. Vo																			
										DILLON																			
										DUNE																			
										BIG EDDY																			
										SEUFERT																			
										DN-R THE DALLES Dk-Wb																			

W.B.—Westward Siding. (0.20) (1.15) (4.50) (6.00) (2.15) (2.55) (2.02) (1.07) (3.29) Thru Time
 E.B.—Eastward Siding. 31.5 30.6 19.8 21.3 49.9 43.8 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.

WESTWARD										THIRD SUBDIVISION										EASTWARD									
SECOND CLASS					FIRST CLASS					Distance from Portland	Time-Table No. 12 November 15, 1936																		
14 Mixed	2 STREAMLINER Passenger	12 Passenger	18 Passenger	61 Passenger	252 Time Freight	260 Time Freight	330 Mixed	STATIONS																					
										DN-R RIETH N																			
										BARNHART																			
										CAMPBELL																			
										YOAKUM																			
										NOLIN																			
										DN ECHO Hi																			
										DN STANFIELD Nd																			
										DN HINKLE Uk																			
										DN HINKLE Uk																			
										D HERMISTON Mn																			
										DN-R UMATILLA Co																			
										BAILEY																			
										IRRIGON																			
										JUDSON																			
										DN MESSNER Fo																			
										WESTLAND																			
										MUNLEY																			
										CLARKE																			
										DN MESSNER Fo																			
										D BOARDMAN Bd																			
										PETERS																			
										CASTLE																			
										BOULDER																			
										N HEPPNER JCT. Wi																			
										WILLOWS																			
										SILICA																			
										DN ARLINGTON Mx																			
										GILMORE																			
										BLALOCK																			
										RAMSAY																			
										QUINTON																			
										HOOK																			
										GOFF																			
										DAY																			
										RUFUS																			
										GRANT																			
										DN BIGGS Bx																			
										MILLER																			
										CELLO																			
										N OREGON TRUNK JCT. Vo																			
										DILLON																			
										DUNE																			
										BIG EDDY																			
										SEUFERT																			
										DN-R THE DALLES Dk-Wb																			

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. 15 will stop on flag at any station for revenue passengers when destined Cheyenne or beyond.

WESTWARD FOURTH SUBDIVISION

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	Time-Table No. 12 November 15, 1936								Distance from Huntington
	SECOND CLASS			FIRST CLASS					
	692 Time Freight Daily	251 Time Freight Daily	255 Time Freight Daily	458 Passenger Daily	21 Passenger Daily	1 STREAMLINER PASSENGER SEE NOTE BELOW Daily	17 Passenger Daily	5 Mail and Express Daily	
WFTOP		7.15 PM	12.30 AM		7.10 PM	6.05 AM	6.05 AM	3.45 AM	305.3
P		7.25	12.40		7.17	6.09	6.11	3.50	307.8
3,309 P		7.40	12.55		7.24	6.16	6.19	3.58	313.4
3,165 P		7.50	1.05		7.29	6.21	6.25	4.04	317.0
3,250 P		8.05	1.15		7.34	6.25	6.31	4.10	320.3
WB 3,629 EB 5,350 WP		9.00	1.35		7.43	6.33	6.40	4.20	326.3
4,040 P		9.20	2.12		7.51	6.40	6.48	4.28	330.4
4,900 P		9.45	2.25		8.00	6.48	6.57	4.38	336.6
5,110 WP		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		11.45 PM	3.15		8.30	7.17	6.28	5.09	355.4
3,108 P		12.01 AM	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		9.15	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		5.30 AM							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 6.00 AM	A 5.00 AM	A 6.00 AM					394.2
IP					9.13	9.33	7.55	7.30	388.8
IP									389.1
IP					A 9.20 PM	A 9.40 PM	A 8.00 AM	A 7.35 AM	389.4
									389.4

Time-Table No. 12 November 15, 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		
	BRUN		
	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	8.6	16.2	17.0	33.6	43.9	33.6	24.8	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, Latourelle and Corbett for revenue passengers, mail and express to and from any point.

FOURTH SUBDIVISION EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	Time-Table No. 12 November 15, 1936								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									84.1
P	A 10.50 AM		A 5.38 PM	A 11.40 PM	A 11.55 PM	A 3.20 AM			81.6
3,309 P	10.44		5.32	11.33	11.47	3.10			76.0
3,165 P	10.35		5.25	11.25	11.39	2.58			72.4
3,250 P	10.30		5.21	11.19	11.34	2.50			69.1
WB 3,629 EB 5,350 WP	10.25		5.16	11.14	11.29	2.40			63.1
4,040 P	10.14		5.08	11.05	11.20	2.25			59.0
4,900 P	10.03		5.02	10.58	11.08	2.12			52.8
5,110 WP	9.55		4.54	10.49	10.59	2.00			49.6
4,900 P	9.51		4.49	10.43	10.54	1.52			46.7
4,900 P	9.46		4.45	10.39	10.49	1.44			42.8
4,900 P	9.40		4.40	10.33	10.43	1.35			38.8
6,783 WP	9.30		4.33	10.26	10.36	1.25			35.8
									34.1
3,315 P	9.20		4.27	10.19	10.29	1.12			31.4
3,108 P	9.16		4.24	10.15	10.25	1.06			29.6
									26.3
3,479 OP	9.09		4.18	10.09	10.19	12.58			23.9
									22.4
4,900 P	9.02		4.13	10.04	10.14	12.48			20.4
									19.1
3,050 P	8.57		4.09	10.00	10.10	12.40			15.6
5,979 WTP	8.52		4.05	9.56	10.06	12.25			13.2
2,700 P	8.46		4.02	9.52	10.02				7.7
2,720 P	8.39		3.57	9.46	9.53				4.4
1,560 P	8.35		3.52	9.41	9.47				1.9
1,058	8.31		3.49	9.37	9.42				
									17.0
3,215 P						12.17			12.3
3,315 P						12.10 AM			6.8
3,402						11.59 PM			5.6
1,415 YP						11.51			6.8
IP									5.6
1,415 IYP									5.6
1,415 IYP									4.1
IP									1.6
WFTYOP									0.6
IP									0.3
IP									0.0

W. B.—Westward Siding.	Thru Time	(2.25)	(0.20)	(1.53)	(2.10)	(2.20)	(3.50)	(0.35)
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. 13 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, Latourelle, Multnomah Falls and Warrendale for revenue passengers, mail and express to and from any point.
 No. 13 will stop on flag at any station for revenue sleeping car passengers when destined Cheyenne or beyond.

WESTWARD				HEPPNER BRANCH				EASTWARD			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Heppner	Time-Table No. 12 November 15, 1936		Distance from Heppner Jct.	SECOND CLASS			
		331 Mixed	329 Mixed		STATIONS	330 Mixed					
		Saturday	Daily Except Saturday and Sunday								
2,867 WFY		7.15PM	9.00PM	0.0	D-R	HEPPNER	Hr	45.2	A	6.00AM	
1,029 P		7.35	9.20	8.9		LEXINGTON		38.3	s	5.35	
471		7.50	9.35	14.2		JORDAN		31.0	f	5.20	
1,150 W		8.00	9.55	18.9		IONE	On	28.3	s	5.10	
132		8.15	10.10	20.0		McNAB		25.2	f	5.00	
835		8.25	10.25	25.4		MORGAN		19.8	s	4.48	
263		8.35	10.35	27.5		MORSIL		17.7	f	4.43	
330 W		8.55	10.55	30.7		CECIL		14.5	s	4.33	
158		9.05	11.05	34.3		EWING		10.9	f	4.23	
734		9.15	11.20	38.4		RHEA		6.8	f	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, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Condon	Time-Table No. 12 November 15, 1936		Distance from Arlington	SECOND CLASS					
		307 Mixed	327 Mixed		STATIONS	318 Mixed		328 Mixed					
		Sunday	Daily Except Saturday and Sunday										
5,260 WFY		10.00PM	9.40PM	7.15PM	0.0	D-R	CONDON	Cd	44.5	A	6.30AM	A	8.00AM
1,278		10.20	10.01	7.35	8.2		GWENDOLEN		36.3	f	6.00	f	7.15
1,615		10.35	10.15	7.50	12.2		SPEECE		32.3	f	5.45	f	7.00
1,533		10.50	10.30	8.05	15.9		CLEM		28.6	s	5.26	s	6.41
1,515 W		11.10	10.55	8.25	20.1		MIKKALO		24.4	s	5.05	s	6.20
1,400		11.30	11.15	8.50	24.8		BARNETT		19.7	f	4.45	f	6.00
662 W		11.50PM	11.35PM	9.10	28.5		ROCK CREEK		16.0	s	4.26	s	5.35
122					30.8		SMYTHE		13.7				
1,504		12.15AM	12.05AM	9.35	37.2		SHUTLER		7.3	f	4.00	f	5.10
6,920 WFY		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			Distance from Shaniko	Time-Table No. 12 November 15, 1936		Distance from Biggs	SECOND CLASS			
		325 Mixed	326 Mixed		STATIONS	326 Mixed					
		Tues., Thurs., Sat.									
3,385 WFY		7.45PM		0.0	D-R	SHANIKO	Sh	69.7	A	7.35AM	
345				6.7		KELSEY		63.0			
620		8.20		12.6		WILCOX		57.1	f	6.55	
902		8.35		17.2		KENT		52.5	s	6.40	
650		8.55		23.9		BOURBON		45.8	f	6.30	
1,370 WT		9.15		31.2	D	GRASS VALLEY	Vy	38.5	s	6.00	
Spur		9.35		38.4		ERSKINE		31.3	f	5.25	
2,422		9.55		42.7	D	MORO	Mr	27.0	s	5.05	
834		10.05		45.8		DE MOSS		23.9	f	4.50	
Spur		10.15		49.7		NISH		20.0	f	4.35	
Spur		10.20		50.5		HAY CANYON		19.2	f	4.30	
Spur		10.30		54.1		SANDON		15.6	f	4.15	
1,010		10.35		55.5		KLONDIKE		14.2	s	4.10	
1,758 W		11.05		60.0	D	WASCO	Wa	9.7	s	3.45	
Spur		11.15		62.6		SINK		7.1	f	3.35	
565		11.20		64.5		THORNBERRY		5.2	f	3.25	
6,656 WFY		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			
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Bend	Time-Table No. 12 November 15, 1936		Distance from Oregon Trunk Junction	SECOND CLASS			
		315 Time Freight	313 Time Freight		STATIONS	314 Time Freight					
		Saturday	Daily Ex. Sun. and Mon.								
		2.30PM	2.30AM	0.0	DN-R	BEND	Nd	150.0	A	6.10AM	
		9.30PM	10.00AM	150.0	N	OREGON TRUNK JUNCTION	Vo	0.0		10.30PM	
						(150.0)				Daily Ex. Sat.	
	(7.00)	(7.30)				Thru Time		(7.40)			
	21.4	20.0				Average Speed per Hour		19.6			

BEND BRANCH SHOWN FOR INFORMATION ONLY.

		EASTWARD				FIFTH SUBDIVISION	
		SECOND CLASS		FIRST CLASS			
		692		34	458	38	
		Time Freight		CMSt.P&P Passenger (16)	Passenger	CMSt.P&P Passenger (16)	Distance from Seattle
		Daily		Daily	Daily	Daily	
P				10.30PM	4.20PM	8.15AM	0.0
							1.9
							1.9
WFITYOP		9.30PM		10.38PM	4.28	8.24AM	8.1
I							
1,354 1,401	P	9.50PM			4.37PM		9.4

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.

		10.50PM		5.15PM		35.7	
P							
I		11.00PM		5.19PM		36.4	
						36.5	
						36.7	
						36.7	
						36.7	
						36.8	
						38.0	

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

		5.30AM		8.56PM		176.4	
1,415	IYP					177.6	
	IP					179.1	
	P	A 6.00AM				181.6	
	IP					182.6	
	IP					182.9	
	IP			A 9.20PM		183.2	

Thru Time..... (8.30) 21.9 (0.08) 23.2 (5.00) 36.8 (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. 12 November 15, 1936		FIRST CLASS	
321 Mixed				322 Mixed	
Daily Ex. Sun.					
YP		12.05PM	0.0	R	EAST OLYMPIA Ma 7.4
Spur			1.8		KNAUER 5.6
			7.3		N. P. CROSSING 0.1
WFYP		A 12.25PM	7.4	D-R	OLYMPIA Oa 0.0
					(7.4)

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			
		37	561	33		691	
		CMSt.P&P Passenger (15)	Passenger	CMSt.P&P Passenger (16)		Time Freight	
P		A 8.00AM	A 2.20PM	A 9.45PM			
WFITYOP		7.46AM	2.09	9.35PM		A 6.45AM	
I							
1,354 1,401	P		2.00PM			6.25AM	

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

		147.5		1.18PM		5.15AM	
P							
I		146.8		1.14PM		5.10AM	
		146.7					
		146.5					
		146.5					
		146.4					
		146.2					

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.

		6.8		8.55AM		8.05PM	
1,415	IYP						
	IP						
	P					7.30PM	
	IP						
	IP						
	IP			8.35AM			

Thru Time..... (0.14) 13.2 (5.45) 31.9 (0.10) 18.6 (11.15) 16.1 Average Speed per Hour

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

WESTWARD		TONO BRANCH		EASTWARD		WESTWARD		PRIMO BRANCH		EASTWARD	
Time-Table No. 12 November 15, 1936		Time-Table No. 12 November 15, 1936		Time-Table No. 12 November 15, 1936		Time-Table No. 12 November 15, 1936		Time-Table No. 12 November 15, 1936		Time-Table No. 12 November 15, 1936	
STATIONS		STATIONS		STATIONS		STATIONS		STATIONS		STATIONS	
2,179	WFOP	0.0	R	TONO 8.0		1,750		0.0		VESTA 1.4	15.9
2,373		5.8		WABASH 2.2		5,400		1.4		PRIMO 2.9	14.5
						Spur		4.3		MIDSON 1.2	11.6
						Spur		5.5		TARLTON 2.4	10.4
						Spur		7.9		LYLE SPUR 0.7	8.0
						Spur		8.6		ARCTIC 2.1	7.3
						1,002	{W.M.P. 4.5}	10.7		BRIDGES 5.2	5.2
						6,107	WYOP	15.9	R	COSMOPOLIS 15.9	0.0

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

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

WESTWARD

GRAYS HARBOR BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, ice, berthing plants, turning stations, scales and telephones.	SECOND CLASS	FIRST CLASS	Distance from Centralia	Time-Table No. 12 November 15, 1936	Distance from Hoquiam	FIRST CLASS	SECOND CLASS	
	463 CMSt. P. & P Fast Frt.	337 Mixed				338 Mixed	336 Passenger	462 CMSt. P. & P Fast Frt.
	Daily Except Monday	Daily						
WFTYOP		3-15AM	0.0	DN-R CENTRALIA 2.4	Cn	57.5	A 12-25AM A 1-45AM	

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

IP			3-25AM	2.4	BLAKESLEE JUNCTION	55.1	f 11-55PM	1-30AM	
				2.4	0.0				
				2.4	N. P. CROSSING	55.1			
				2.4	0.0				
				2.4	C. M. ST. P. & P. CROSSING	55.1			
1,350 P			f 3-31	5.0	2.6				
2,285 P		2-43AM	f 3-45	12.2	7.2				
2,680 WP		2-55	s 3-50	13.7	R HELSING JUNCTION	45.3	f 11-30	f 1-05	A 8-00PM
1,129 P		3-10	f 4-00	18.3	1.5		s 11-25	s 1-00	7-52
Spur				20.2	4.6				
2,718 P		3-25	f 4-07	22.2	BALCH	39.2	f 11-10	f 12-44	7-40
2,687 P		3-35	f 4-14	26.3	1.9				
738		3-42	f 4-18	29.9	SPRUCETON	37.3			
2,353 P		3-48	f 4-22	30.8	2.0				
I				31.5	CEDARVILLE	35.3	f 11-03	f 12-36	7-30
Spur WP		3-55	f 4-26	32.5	4.1				
1,747 P		4-05	f 4-36	36.0	LANKNER	31.2	f 10-55	f 12-26	7-20
2,744 Y		4-30	f 4-50	42.3	2.6		10-48	12-20	7-15
				42.3	RONY	28.6	f 10-45	f 12-15	7-10
				43.8	1.9				
				42.3	SAGINAW	26.7	f 10-45	f 12-15	7-10
				43.8	0.7				
2,744 Y		4-30	f 4-50	42.3	SCHAFAER BROS. CROSSING	26.0			
1,523 P		4-36	f 4-53	43.8	1.0				
1,751		4-45	f 4-59	46.7	SOUTH ELMA	25.0	f 10-40	f 12-10	7-05
1,294				48.8	3.5				
6,107 WYOP		5-00	s 5-10	51.2	FULLER	21.5	f 10-30	f 12-02AM	6-50
4,135 WIYOP		5-15AM	s 5-25AM	53.9	0.3				
				53.9	D SOUTH MONTESANO Mo	15.2	f 10-15	f 11-50PM	6-30
				53.9	1.5				
				53.9	D SOUTH MONTESANO Mo	15.2	f 10-15	f 11-50	6-30
				53.9	1.5				
				53.9	MELBOURNE	13.7	f 10-05	f 11-45	6-14
				53.9	2.9				
				53.9	PREACHER'S SLOUGH	10.8	f 9-55	f 11-35	5-50
				53.9	2.1				
				53.9	BLUE SLOUGH	8.7			
				53.9	2.4				
				53.9	D COSMOPOLIS	6.3	s 9-40	s 11-25	5-35
				53.9	2.1				
				53.9	N. P. CROSSING	4.2			
				53.9	0.6				
				53.9	DN-R ABERDEEN Sa	3.6	s 9-30PM	s 11-15PM	5-20PM
				53.9	3.6				

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.

R. V. Owens, General Supervisor of Time Service, Omaha.

Huntington.....	C. R. Logan
Baker.....	Palmer Bros.
La Grande.....	J. H. Peare and Son
Pendleton.....	Herb Green
The Dalles.....	Norman E. Potter
Portland.....	Weisfield & Goldberg
Portland.....	N. L. Nielson
Portland.....	W. L. Young

Portland.....	Dillon Rogers
Centralia.....	C. R. Ahern
Tacoma.....	Weisfield & Goldberg
Seattle.....	Weisfield & Goldberg
Heppner.....	J. O. Peterson
Hoquiam.....	F. W. Straub
Aberdeen.....	S. J. Stieglitz
Olympia.....	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
Kamela.....	Yard 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. Hockett.....	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 Jet. to Heppner.
J. V. Wilhelm.....	District Surgeon.....	Arlington, Ore.	The Dalles to Umatilla and Arlington to Condon.
W. J. Miller.....	District Surgeon.....	Condon, Ore.	Arlington to Condon.
C. L. Poley.....	District Surgeon.....	Moro, Ore.	Biggs to Shaniko.
J. C. Vandeventer.....	District Surgeon.....	Bend, Ore.	Ainsworth to Bend.
Reuter, Thompson, Coberth, Griffith & Taylor.....	District Surgeons.....	The Dalles, Ore.	Hood River to Umatilla.
Young & Payne.....	Specialists.....	The Dalles, Ore.	Hood River to Umatilla.
H. L. Dumble.....	District Surgeon.....	Hood River, Ore.	Portland to The Dalles.
J. B. Blair.....	District Surgeon.....	Vancouver, Wash.	Albina to Kalama.
W. R. Scott.....	District Surgeon.....	Centralia, Wash.	Winlock to Tenino, Centralia to South Elma and Tono Branch.
I. R. Watkins.....	District Surgeon.....	Aberdeen, Wash.	Cosmopolis to Aberdeen.
H. C. Watkins.....	District Surgeon.....	Hoquiam, Wash.	Centralia to Hoquiam.
W. L. Bridgford.....	District Surgeon.....	Olympia, Wash.	Olympia to East Olympia.
C. P. Gammon.....	District Surgeon.....	Tacoma, Wash.	Tenino to Auburn.
F. R. Underwood.....	District Surgeon.....	Seattle, Wash.	Tacoma to Seattle.
S. M. Samuels.....	Specialist.....	Seattle, Wash.	Portland to Seattle.

F. N. FINCH, General Manager

G. L. WHIPPLE, General Superintendent Transportation

H. A. CONNETT, Superintendent..... Portland, Ore.

P. T. McCARTHY, Assistant Superintendent..... Portland, Ore.

J. C. McFARLAND, Trainmaster..... La Grande, Ore.

First and Second Subdivisions and Branches

B. B. JOHNSON, Chief Train Dispatcher.....	La Grande, Ore.
T. A. McKinstry, Train Dispatcher.....	La Grande, Ore.
C. F. Roberts, Train Dispatcher.....	La Grande, Ore.
J. B. McLaughlin, Train Dispatcher.....	La Grande, Ore.
V. B. Dygart, Train Dispatcher.....	La Grande, Ore.
D. B. Lafever, 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.