



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. 13

Effective Sunday,
February 7, 1937
At 12:01 A. M. Pacific Time



FOR EMPLOYEES ONLY

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

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS					FIRST CLASS							Distance from Huntington	Time-Table No. 13 February 7, 1937	
691	251	255	259	257	561	11	62	1	17	5	21			
Time Freight	Time Freight	Time Freight	Time Freight	Freight	Passenger	Passenger	Passenger	STREAMLINER PASSENGER	Passenger	Mall and Express	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	SEE ★ NOTE BELOW	Daily	Daily	Daily		STATIONS	
		4.15 AM		12.30 AM				11.32 PM	6.10 PM		10.40 AM	0.0	HUNTINGTON	
		10.00 AM		6.00 AM				1.53 AM	9.15 PM		1.35 PM	99.6	LA GRANDE	
							12.13 AM	3.58 AM	11.56 PM		4.00 PM	173.8	PENDLETON	
		5.00 PM	2.45 PM	A 10.15 AM			12.23 AM	4.03 AM	12.06 AM		4.10 PM	177.6	RIETH	
												400.8	SPOKANE	
	10.10 PM											296.4	AYER	
	2.50 AM						9.45 PM		4.05 AM			243.1	WALLULA	
	7.30 AM						11.59 PM	4.05 AM				216.8	UMATILLA	
	12.01 PM						1.35 AM	2.55 AM				305.3	THE DALLES	
	7.15 PM	12.30 AM		A 4.00 PM			2.25 AM	A 1.20 AM				389.4	PORTLAND	
									6.05 AM	5.05 AM	3.45 AM	7.10 PM	389.4	ALBINA
	7.30 PM	A 5.00 AM	A 6.00 AM				A 4.40 AM		A 8.00 AM	A 7.35 AM	A 6.10 AM	A 9.40 PM	480.6	CENTRALIA
	12.30 AM												534.6	TACOMA
	5.00 AM												589.6	ARGO
	A 6.45 AM						A 2.20 PM						572.7	SEATTLE
													(572.7)	(572.7)
(11.15)	(30.50)	(25.45)	(1.15)	(9.45)	(5.45)	(6.55)	(3.52)	(8.28)	(13.25)	(2.25)	(11.00)			

★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.

WESTWARD

JOSEPH BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	FIRST CLASS			Distance from Joseph	Time-Table No. 13 February 7, 1937			Distance from La Grande	FIRST CLASS		
	305 Mixed				304 Mixed						
			Daily				Daily				
1,504 WFY		12.05 PM	0.0	D-R JOSEPH	J	83.8	A 10.15 AM				
1,072		12.30	5.8	D ENTERPRISE	Rs	78.0	10.00				
2,000		12.53	16.0	D LOSTINE	Ns	67.8	9.17				
1,448 WY		1.10	23.8	D WALLOWA	Wo	60.0	9.00				
1,202		1.22	29.7	WADE		54.1	8.41				
763 {W M.P. 49.0}		1.42	36.7	MINAM		47.1	8.20				
Spur		1.58	43.2	VINCENT		40.6	8.04				
2,098 {W M.P. 32.6}		2.15	50.0	LOOKING GLASS		33.8	7.47				
1,678		2.37	58.7	GULLING		25.1	7.25				
1,834 Y		2.55	62.9	D ELGIN	Gn	20.9	7.15				
Spur			68.4	RHINEHART		15.4					
1,294		3.20	71.5	D IMBLER	Br	12.8	6.47				
1,125		3.30	75.4	ALICEL		8.4	6.37				
430			77.9	CONLEY		5.9					
715		3.50	81.2	ISLAND CITY		2.6	6.25				
WFTYOP		A 4.15 PM	83.8	DN-R LA GRANDE	Dispr Q Ra	0.0	6.15 AM				
				(83.8)			Daily				

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.

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 13 February 7, 1937	Distance from Portland	FIRST CLASS						SECOND CLASS				
		14	2	12	18	61	458	258	260	252	692	
		Mixed	STREAMLINER PASSENGER	Passenger	Passenger	Passenger	Passenger	Freight	Time Freight	Time Freight	Time Freight	
STATIONS												
HUNTINGTON	389.4	A 7.35 PM	A 12.23 AM		A 8.45 AM							
LA GRANDE	289.9	4.25 PM	10.02 PM		5.55 AM							
PENDLETON	216.6	1.55 PM	7.51 PM		3.30 AM	A 3.10 AM				A 5.30 PM	A 6.30 AM	
RIETH	211.9	1.35 PM	7.45 PM		2.55 AM	3.00 AM				8.00 AM	12.05 PM	
SPOKANE	367.5			A 7.00 AM							A 1.30 AM	
AYER	263.6			4.20 AM							7.50 PM	
WALLULA	210.3			3.10 AM			11.15 PM				5.30 PM	
UMATILLA	183.0			2.00 AM			2.00 AM			9.30 AM	4.00 PM	
THE DALLES	84.2	10.30 AM	5.38 PM	11.45 PM	12.01 AM						4.50 AM	
PORTLAND	0.0	8.00 AM	3.45 PM	9.30 PM	9.35 PM					A 9.20 PM		
ALBINA	1.6											
CENTRALIA	91.1							6.46 PM				
TACOMA	145.1							5.30 PM				
ARGO	180.1										11.15 PM	
SEATTLE	183.2										9.30 PM	
(572.7)												
		Daily	SEE ★ NOTE BELOW	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Thru Time.....		(11.35)	(8.38)	(9.30)	(11.10)	(3.55)	(5.00)		(9.30)	(21.00)	(26.00)	(8.30)
Average Speed per Hour.....		33.6	45.1	38.6	34.9	31.3	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

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

WESTWARD

PILOT ROCK BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	Distance from Rieth	Time-Table No. 13 February 7, 1937			Distance from Pilot Rock
		STATIONS			
WFTP	0.0	DN-R RIETH	N	14.9	
Spur	2.8	McBEE		12.1	
1,198	6.7	SPARKS		8.2	
Spur	11.2	LENS		3.7	
1,064 WT	14.9	D PILOT ROCK	Ro	0.0	
		(14.9)			

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

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS			Distance from Huntington	Time-Table No. 13 February 7, 1937		
	255	257	1	17	21		STATIONS		
	Time Freight	Freight	STREAMLINER PASSENGER	Passenger	Passenger		DN-R		
	Daily	Daily	SEE NOTE BELOW	Daily	Daily				
WFTYOP	4.15AM	12.30AM	11.32PM	6.10PM	10.40AM	0.0	DN-R	HUNTINGTON Hu	
3,712 P	4.30	12.43	11.41	6.19	10.50	4.8	D	LIME By	
3,749 P	4.40	12.53	11.48	6.23	10.55	8.6		JETT	
3,711 WP	4.55	1.03	11.53PM	6.28	11.01	12.2		WEATHERBY	
3,712 P	5.07	1.13	12.02AM	6.36	11.09	17.1		NELSON	
WB 3,707 EB 3,708 WYP	5.15	1.23	12.06	6.42	11.15	20.6	DN	DURKEE Du	
3,712 P	5.25	1.31	12.11	6.47	11.20	24.2		LEONARD	
3,712 P	5.35	1.43	12.18	6.55	11.28	27.7		OXMAN	
3,710 (W.M.P. 369.4) P	5.45	1.55	12.25	7.02	11.34	30.8		HINDMAN	
WB 3,725 EB 3,112 WFYP	5.55	2.05	12.32	7.11	11.39	34.0	D	PLEASANT VALLEY	
3,964 YP	6.05	2.20	12.37	7.17	11.46	37.6		ENCINA	
3,240 P	6.18	2.30	12.44	7.24	11.53AM	41.9		QUARTZ	
WB 9,021 EB 3,122 WFYOP	6.30	2.45	12.52	7.35	12.06PM	47.7	DN	BAKER Be	
3,729 P	6.38	2.54	12.57	7.44	12.12	52.2		WING	
3,324 P	6.56	3.04	1.02	7.54	12.20	58.1	D	HAINES Kb	
3,696 P	7.12	3.15	1.06	8.05	12.27	62.8		HUTCHINSON	
WB 4,047 EB 3,710 WP	7.22	3.25	1.10	8.12	12.34	67.4	D	NORTH POWDER Hd	
3,706 P	7.30	3.35	1.13	8.17	12.38	70.4		LUN	
3,719 P	7.40	3.50	1.17	8.23	12.44	74.1		SAGO	
WB 3,708 EB 3,733 WFYP	7.49	4.05	1.21	8.28	12.49	78.9	DN	TELOCASET Wk	
4,029 P	8.00	4.20	1.28	8.34	12.55	80.9		CROOKS	
3,714 P	8.10	4.35	1.34	8.40	1.01	84.2		PYLE	
3,504 WYP	8.20	4.50	1.40	8.45	1.06	87.1	D	UNION JCT. Un	
3,817 P	8.30	5.00	1.43	8.50	1.14	90.7		HOT LAKE	
3,713 P	8.40	5.10	1.46	8.55	1.19	94.6		LONETREE	
WFTYOP	A 9.00AM	A 5.30AM	A 1.53AM	A 9.05PM	A 1.29PM	99.5	DN-R	LA GRANDE Dispr Q Ra	

W. B.—Westward Siding.	(4.45)	(5.00)	(2.21)	(2.55)	(2.49)	..... Thru Time
E. B.—Eastward Siding.	20.9	19.9	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 telephones.	FIRST CLASS		SECOND CLASS		Distance from Portland	Time-Table No. 13 February 7, 1937			
	18	14	2	258		260	STATIONS		
	Passenger	Mixed	STREAMLINER PASSENGER	Freight		Time Freight	DN-R		
WFTYOP					389.4	DN-R	HUNTINGTON Hu	A 8.45AM A 7.35PM A 12.23AM	
3,712 P					384.6	D	LIME By	8.30 f 7.20 12.12	
3,749 P					380.8		JETT	8.23 7.10 12.07	
3,711 WP					377.2		WEATHERBY	8.17 7.01 12.01AM	
3,712 P					372.3		NELSON	8.10 6.51 11.52PM	
WB 3,707 EB 3,708 WYP					368.8	DN	DURKEE Du	8.05 f 6.42 11.47	
3,712 P					365.2		LEONARD	7.59 6.34 11.42	
3,712 P					361.7		OXMAN	7.52 6.27 11.36	
3,716 P					358.6		HINDMAN	7.45 6.20 11.30	
WB 3,725 EB 3,112 WFYP					355.4	D	PLEASANT VALLEY	7.38 6.13 11.23	
3,964 YP					351.8		ENCINA	7.32 6.07 11.17	
3,240 P					347.5		QUARTZ	7.24 5.59 11.10	
WB 9,021 EB 3,122 WFYOP					341.7	DN	BAKER Be	7.15 s 5.50 11.03	
3,729 P					337.2		WING	7.03 5.37 10.58	
3,324 P					331.3	D	HAINES Kb	6.56 f 5.29 10.54	
3,696 P					326.6		HUTCHINSON	6.50 5.22 10.50	
WB 4,047 EB 3,710 WP					322.0	D	NORTH POWDER Hd	6.44 f 5.15 10.46	
3,706 P					319.0		LUN	6.40 5.10 10.43	
3,719 P					315.3		SAGO	6.35 5.05 10.36	
WB 3,708 EB 3,733 WFYP					312.6	DN	TELOCASET Wk	6.31 f 5.00 10.32	
4,029 P					308.6		CROOKS	6.24 4.53 10.26	
3,714 P					305.2		PYLE	6.17 4.48 10.19	
3,504 WYP					302.3	D	UNION JCT. Un	6.11 s 4.43 10.14	
3,817 P					298.7		HOT LAKE	6.06 f 4.38 10.11	
3,713 P					294.9		LONETREE	6.01 4.33 10.08	
WFTYOP					289.9	DN-R	LA GRANDE Dispr Q Ra	5.55AM 4.25PM 10.02PM	
							(99.5)	Daily Daily SEE NOTE BELOW	

W. B.—Westward Siding.	Thru Time.....	(2.50)	(3.10)	(2.21)	(4.45)	(11.00)
E. B.—Eastward Siding.	Average Speed per Hour.....	35.1	31.4	42.3	20.9	9.5

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

*Note.—No. 2 will run only on the following dates:
Due to leave La Grande on the 1st, 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 tele-phones.	SECOND CLASS		FIRST CLASS				Distance from Huntington
	255 Time Freight	257 Freight	62 Passenger	17 Passenger	21 Passenger	1 STREAMLINER PASSENGER	
	Daily	Daily	Daily	Daily	Daily	SEE NOTE BELOW	
WFTYOP	10.00AM	6.00AM		9.15PM	1.35PM	1.53AM	99.5
3,707 P	10.10	6.10		9.22	1.42	2.00	103.6
WB 3,694 WYP EB 3,694	10.20	6.20		9.28	1.48	2.05	107.5
3,691 P	10.30	6.30		9.40	1.56	2.13	111.2
3,715 P	10.40	6.40		9.45	2.02	2.19	113.5
3,985 (W.M.P.) P	10.50	6.50		9.51	2.08	2.25	115.6
	10.55	6.55		9.55	2.12	2.29	117.5
C 3,702 WFYP	11.10	7.10		9.58	2.14	2.32	118.4
	11.20	7.20		10.04	2.19	2.37	121.3
WB 3,317 WP EB 3,702	11.40	7.42		10.11	2.25	2.43	124.5
3,702 P	11.53AM	7.55		10.19	2.33	2.52	128.8
4,256 WP	12.13PM	8.15		10.25	2.39	2.58	132.0
4,483 WP	12.25	8.32		10.31	2.43	3.04	135.7
3,731 FP	12.30	8.40		10.35	2.46	3.08	137.9
WB 3,734 WYP EB 3,718	12.40	8.50		10.40	2.52	3.13	141.3
3,713 P	12.48	8.58		10.45	2.56	3.18	144.2
3,697 P	12.54	9.05		10.50	3.01	3.22	147.3
5,271 P	12.59	9.11		10.55	3.05	3.26	150.0
WB 3,718 WYP EB 4,897	1.04	9.15		11.00	3.10	3.30	152.4
4,900 P	1.09	9.21		11.05	3.16	3.34	155.0
3,695 P	1.14	9.26		11.09	3.21	3.37	157.4
4,908 P	1.18	9.30		11.13	3.25	3.40	160.0
3,700 WP	1.30	9.35		11.17	3.30	3.44	162.4
3,713 P	1.35	9.39		11.21	3.34	3.46	164.8
3,710 P	1.42	9.45		11.27	3.40	3.51	168.6
4,924 P	1.59	9.50		11.31	3.43	3.53	170.8
3,522 WYOP	2.10	10.00	12.13AM	11.40AM	3.55	3.58	173.8
WFTP	A 2.25PM	A 10.15AM	A 12.23AM	A 12.06AM	A 4.10PM	A 4.03AM	177.5

W. B.—Westward Siding.	(4.25)	(4.15)	(0.10)	(2.41)	(2.35)	(2.10)	.....	Thru Time
E. B.—Eastward Siding.	17.7	18.2	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 tele-phones.	FIRST CLASS				SECOND CLASS	
	18 Passenger	61 Passenger	14 Mixed	2 STREAMLINER PASSENGER	258 Freight	260 Time Freight
	Daily	Daily	Daily	SEE NOTE BELOW	Daily	Daily
WFTYOP	A 5.45AM		A 4.15PM	A 10.02PM	A 12.15PM	A 6.30PM
3,707 P	5.33		4.00	9.54	12.02PM	6.10
WB 3,694 WYP EB 3,694	5.26		3.53	9.47	11.55AM	6.00
3,691 P	5.18		3.45	9.40	11.45	5.48
3,715 P	5.13		3.40	9.35	11.28	5.28
3,985 (W.M.P.) P	5.09		3.36	9.31	11.22	5.15
	5.05		3.32	9.27	11.16	4.55
C 3,702 WFYP	5.02		3.30	9.25	11.13	4.50
	4.55		3.20	9.18	10.58	4.30
WB 3,317 WP EB 3,702	4.49		3.14	9.12	10.48	4.15
3,702 P	4.39		3.04	9.02	10.28	3.55
4,256 WP	4.32		2.57	8.53	10.12	3.35
4,483 WP	4.26		2.51	8.47	10.02	3.25
3,731 FP	4.22		2.46	8.43	9.54	3.05
WB 3,734 WYP EB 3,718	4.17		2.39	8.38	9.46	2.52
3,713 P	4.13		2.35	8.33	9.40	2.20
3,697 P	4.08		2.30	8.28	9.34	2.10
5,271 P	4.04		2.26	8.23	9.28	2.02
WB 3,718 WYP EB 4,897	4.00		2.22	8.20	9.15	1.56
4,900 P	3.56		2.19	8.17	9.04	1.38
3,695 P	3.53		2.16	8.14	8.56	1.29
4,908 P	3.49		2.12	8.10	8.48	1.18
3,700 WP	3.44		2.09	8.06	8.40	1.00
3,713 P	3.41		2.06	8.04	8.33	12.54
3,710 P	3.37		2.02	8.00	8.25	12.44
4,924 P	3.34		1.59	7.56	8.20	12.38
3,522 WYOP	3.30		1.55	7.51	8.12	12.23
WFTP	A 3.05	A 3.10AM	1.45	7.45PM	8.00AM	12.05PM
	2.55AM	3.00AM	1.35PM			

W. B.—Westward Siding.	Thru Time.....	(2.50)	(0.10)	(2.45)	(2.17)	(4.15)	(6.25)
E. B.—Eastward Siding.	Average Speed per Hour.....	27.5	22.2	28.4	34.2	18.2	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

THIRD SUBDIVISION

EASTWARD

Time-Table No. 13
February 7, 1937

Time-Table No. 13
February 7, 1937

STATIONS

STATIONS

Main table for Westward Third Subdivision, listing stations from WFTP to The Dalles, with columns for Second Class (329, 259, 251, 255) and First Class (11, 21, 1, 62, 17).

Main table for Eastward Third Subdivision, listing stations from Hinkle to The Dalles, with columns for First Class (14, 2, 12, 18, 61) and Second Class (252, 260, 330).

Summary table for Westward Third Subdivision: W.B.—Westward Siding, E.B.—Eastward Siding, Thru Time, Average Speed per Hour.

Summary table for Eastward Third Subdivision: W.B.—Westward Siding, E.B.—Eastward Siding, Thru Time, Average Speed per Hour.

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

Westward 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.

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

WESTWARD

FOURTH SUBDIVISION

Table with columns for Time-Freight (692, 251, 255, 458), Passenger (21, 1, 17, 5), Mail and Express (5), Distance from Huntington, and Stations (DN-R THE DALLES, CRATES, ROWENA, etc.). Includes Time-Table No. 13 for February 7, 1937.

W. B.—Westward Siding. (0.30) 10.4 (9.45) 8.6 (5.30) 16.2 (0.24) 17.0 (2.30) 33.6 (1.55) 43.9 (2.30) 33.6 (2.25) 34.8 Thru Time Average Speed per Hour

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

FOURTH SUBDIVISION

EASTWARD

Table with columns for Time-Freight (14, 561, 2, 12, 18, 252, 691), Passenger (561, 2, 12, 18), Mail and Express (691), Distance from Portland, and Stations (DN-R THE DALLES, CRATES, ROWENA, etc.). Includes Time-Table No. 13 for February 7, 1937.

W. B.—Westward Siding. Thru Time (2.25) 34.8 (0.20) 20.4 (1.53) 44.7 (2.10) 38.8 (2.20) 36.0 (3.50) 23.2 (0.35) 8.9 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. 2 will run only on the following dates: Due to leave Portland on the 1st, 7th, 13th, 19th and 25th, of each month.

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. 13 February 7, 1937			Distance from Heppner Jct.	SECOND CLASS			
		331 Mixed	329 Mixed			STATIONS			330 Mixed			
		Saturday	Daily Except Saturday and Sunday									
2,867 WFTY		7.15PM	9.00PM	0.0	D-R	HEPPNER	Hr	45.2	A	6.00AM		
1,029 P		7.35	9.20	8.9		LEXINGTON		36.3	s	5.35		
471		f 7.50	f 9.35	14.2		JORDAN		31.0	s	5.20		
1,150 W		s 8.00	s 9.55	16.9		IONE	On	28.3	s	5.10		
132		f 8.15	f 10.10	20.0		McNAB		25.2	s	5.00		
835		s 8.25	s 10.25	25.4		MORGAN		19.8	s	4.48		
263		f 8.35	f 10.35	27.5		MORSIL		17.7	s	4.43		
330 W		s 8.55	s 10.55	30.7		CECIL		14.5	s	4.33		
158		f 9.05	f 11.05	34.3		EWING		10.9	f	4.23		
734		f 9.15	f 11.20	38.4		RHEA		6.8	f	4.10		
136				42.2		HARRIETT		3.0				
1,780 TP		A 9.45PM	A 11.45PM	45.2	N-R	HEPPNER JCT.	WI	0.0		3.50AM		
						(45.2)				Daily Except Monday		
	(2.30) 18.1	(2.45) 16.4	..... Thru Time				(2.10) 20.8	..... Average Speed per Hour				

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

WESTWARD				CONDON BRANCH				EASTWARD					
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. 13 February 7, 1937			Distance from Arlington	SECOND CLASS				
		307 Mixed	327 Mixed		317 Mixed		STATIONS			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	Cd	44.5	A	6.30AM	A	8.00AM
1,278		f 10.20	f 10.01	f 7.35	8.2		GWENDOLEN		36.3	f	6.00	f	7.15
1,515		f 10.35	f 10.15	f 7.50	12.2		SPEECE		32.3	f	5.45	f	7.00
1,533		s 10.50	s 10.30	s 8.05	15.9		CLEM		28.6	s	5.26	s	6.41
1,515 W		s 11.10	s 10.55	s 8.25	20.1		MIKKALO		24.4	s	5.05	s	6.20
1,400		f 11.30	f 11.15	f 8.50	24.8		BARNETT		19.7	f	4.45	f	6.00
662 W		s 11.50PM	s 11.35PM	s 9.10	28.5		ROCK CREEK		16.0	s	4.26	s	5.35
122					30.8		SMYTHE		13.7				
1,504		f 12.15AM	12.05AM	f 9.35	37.2		SHUTLER		7.3	f	4.00	f	5.10
6,920 WFTP		A 12.40AM	A 12.40AM	A 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) 16.7	(3.00) 14.8	(2.45) 16.2	..... Thru Time				(2.55) 15.2	(3.15) 13.7	..... Average Speed per Hour			

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

WESTWARD				SHANIKO BRANCH				EASTWARD					
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. 13 February 7, 1937			Distance from Biggs	SECOND CLASS				
		325 Freight				STATIONS			326 Freight				
		Tues. Thurs., Sat.											
3,385 WFYP		7.45AM		0.0	D-R	SHANIKO	Sh	69.7	A	10.30AM			
345				6.7		KELSEY		63.0					
620		f 8.20		12.6		WILCOX		57.1	f	9.50			
902		s 8.35		17.2		KENT		52.5	s	9.35			
650		f 8.55		23.9		BOURBON		45.8	f	9.25			
1,370 WT		s 9.15		31.2	D	GRASS VALLEY	Vy	38.5	s	8.55			
Spur		f 9.35		38.4		ERSKINE		31.3	f	8.20			
2,422		s 9.55		42.7	D	MORO	Mr	27.0	s	8.00			
834		f 10.05		45.8		DE MOSS		23.9	f	7.45			
Spur		f 10.15		49.7		NISH		20.0	f	7.30			
Spur		10.20		50.5		HAY CANYON		19.2		7.25			
1,010		s 10.35		55.5		SANDON		15.6	f	7.10			
1,753 W		s 11.05		60.0	D	WASCO	Wa	9.7	s	6.40			
Spur		f 11.15		62.6		SINK		7.1	f	6.30			
565		f 11.20		64.5		THORNBERRY		5.2	f	6.20			
6,656 WFYP		A 11.55AM		69.7	DN-R	BIGGS	Bx	0.0		6.00AM			
						(69.7)				Mon., Wed., Fri.			
	(4.10) 16.7			 Thru Time				(4.30) 15.5 Average Speed per Hour			

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

WESTWARD				BEND BRANCH				EASTWARD					
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. 13 February 7, 1937			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			
BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF OREGON TRUNK RAILWAY													
		A 9.30PM	A 10.00AM	150.0	N	OREGON TRUNK JUNCTION	Vo	0.0		10.30PM			
	(7.00) 21.4	(7.30) 20.0		 Thru Time				(7.40) 19.6 Average Speed per Hour			

BEND BRANCH SHOWN FOR INFORMATION ONLY.

		EASTWARD			FIFTH SUBDIVISION				
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distance from Seattle	Time-Table No. 13 February 7, 1937			
	692 Time Freight Daily		34 CMSt.P.&P Passenger (16) Daily	458 Passenger Daily		38 CMSt.P.&P Passenger (15) Daily	STATIONS		
	P			10.30PM		4.20PM	8.15AM	0.0	DN-R SEATTLE	Ow
						1.9	G. N. CROSSING		
						1.9	N. P. CROSSING		
WFITYOP	9.30PM		A 10.38PM	4.28	A 8.24AM	3.1	DN-R ARGO	G	
I						6.3	C. M. St. P. & P. & P. C. CROSSING		
1,354 1,401	9.50PM					9.4	DN-R BLACK RIVER	Bi	

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

P		10.50PM			5.15PM	35.7	DN TACOMA JCT.	Jn
I		11.00PM			5.19PM	36.4	DN RESERVATION	Rn
						36.6	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.

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 (0.08) 23.2 (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		
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS		Distance from East Olympia	Time-Table No. 13 February 7, 1937			
	321 Mixed Daily Ex. Sun.			Distance from Olympia	FIRST CLASS		
	YP				12.05PM	0.0	R	EAST OLYMPIA	Ma
						1.8	KNAUER
Spur					5.5	N. P. CROSSING	
					7.3	OLYMPIA	
WFYOP		A 12.25PM	7.4	D-R	OLYMPIA	Oa	

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

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

		FIFTH SUBDIVISION			WESTWARD	
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 13 February 7, 1937		Distance from Portland	FIRST CLASS		
	STATIONS			37 CMSt.P.&P Passenger (15)	561 Passenger	33 CMSt.P.&P Passenger (16)
	P				188.2	A 8.00AM	A 2.20PM	A 9.45PM
			181.3			
WFITYOP			180.1	7.46AM	2.09	9.35PM
I						
1,354 1,401			173.8		2.00PM	

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			147.5		1.18PM		5.15AM
I			146.8		1.14PM		5.10AM
			146.7				
			146.5				
			146.5				
			146.4				
			145.2				

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

IP			6.8		8.55AM		8.05PM
1,415	IYP		5.6				
	IP		4.1				
	P		1.6				7.30PM
	IP		0.6				
			0.3				
	IP		0.0		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	
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Tono	Time-Table No. 13 February 7, 1937		Distance from Centralia	
		STATIONS			
		2,179	WFOP		0.0	R TONO	8.0
			5.3		
2,373		5.8	WABASH	2.2	

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

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

WESTWARD		PRIMO BRANCH		EASTWARD	
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Vesta	Time-Table No. 13 February 7, 1937		Distance from Cosmopolis	
		STATIONS			
		1,759			0.0	VESTA	15.9
			1.4	PRIMO	
5,400		1.4	MIDSON	14.5	
			4.3	TARLTON	
Spur		5.6	LYLE SPUR	11.6	
			7.9	ARCTIC	
Spur		8.6	BRIDGES	10.4	
			10.7	COSMOPOLIS	
1,002	{W.M.P. 4.5}	10.7		8.0	
6,107	WYOP	15.9		7.3	

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, telegraph, tele-phones, etc.	SECOND CLASS		FIRST CLASS		Distance from Centralia	Time-Table No. 13			Distance from Hoquiam	FIRST CLASS		SECOND CLASS	
	463 CMS.P.&P Fast Frt.		337 Mixed			February 7, 1937				338	336	462 CMS.P.&P Fast Frt.	
	Daily Except Monday		Daily			STATIONS				Mixed	Passenger		
WFTYOP			3:15AM	0.0	DN-R	CENTRALIA 2.4	Cn	57.5	A12:25AM	A 1:45AM			

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

IP			3:25AM	2.4	BLAKESLEE JUNCTION	55.1	f11:55PM	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	f11:45	f 1:23		
2,285	P	2:43AM	f 3:45	12.2	R HELSING JUNCTION	45.3	f11:30	f 1:05	A 8:00PM	
2,680	WP	2:55	s 3:50	13.7	N INDEPENDENCE	43.8	s11:25	s 1:00	7:52	
1,129	P	3:10	f 4:00	18.3	BALCH	39.2	f11:10	f12:44	7:40	
Spur				20.2	SPRUCETON	37.3				
2,718	P	3:25	f 4:07	22.2	CEDARVILLE	35.3	f11:03	f12:36	7:30	
2,687	P	3:35	f 4:14	26.3	LANKNER	31.2	f10:55	f12:26	7:20	
738		3:42	f 4:18	29.9	RONY	28.6	10:48	12:20	7:15	
2,353	P	3:48	f 4:22	30.8	SAGINAW	26.7	f10:45	f12:15	7:10	
I				31.5	SCHAFFER BRO'S. CROSSING	26.0				
Spur	WP	3:55	f 4:26	32.5	SOUTH ELMA	25.0	f10:40	f12:10	7:05	
1,747	P	4:05	f 4:36	36.0	FULLER	21.5	f10:30	f12:02AM	6:50	
2,744	Y	4:30	f 4:50	42.3	D SOUTH MONTESANO	15.2	f10:15	f11:50PM	6:30	
				42.3	D SOUTH MONTESANO	15.2				
				43.8	MONTESANO	16.7				
2,744	Y	4:30	f 4:50	42.3	D SOUTH MONTESANO	15.2	f10:15	f11:50	6:30	
1,523	P	4:36	f 4:53	43.8	MELBOURNE	13.7	f10:05	f11:45	6:14	
1,751		4:45	f 4:59	46.7	PREACHER'S SLOUGH	10.8	f 9:55	f11:35	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	s11:25	5:35	
				53.3	N. P. CROSSING	4.2				
4,135	WYOP	5:15AM	s 5:25AM	53.9	DN-R ABERDEEN	3.6	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)	(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..... 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.....	District Surgeon.....	Portland, Ore.	
Joseph M. Roberts.....	Assistant Surgeon.....	Portland, Ore.	Portland.
J. C. Ghormley.....	Assistant Surgeon.....	Portland, Ore.	East Portland south of Sullivan's Gulch.
Carl H. Bastron.....	Assistant Surgeon.....	Portland, Ore.	East Portland north of Sullivan's Gulch.
Harry M. Bouvy.....	Specialist.....	Portland, Ore.	Portland.
J. B. Flynn.....	Specialist.....	Portland, Ore.	Portland.
R. M. Fouch.....	Surgeon.....	Huntington, Ore.	Baker to Huntington.
C. G. Patterson.....	Surgeon.....	Baker, Ore.	La Grande to Huntington.
John B. Gregory.....	Surgeon.....	Wallowa, Ore.	Elgin to Enterprise.
C. T. Hockett.....	Surgeon.....	Enterprise.....	Elgin to Joseph.
Chas. A. Ault.....	Surgeon.....	Enterprise, Ore.	Elgin to Enterprise.
C. L. Gilstrap.....	Surgeon.....	La Grande, Ore.	Pendleton to Baker—La Grande to Elgin.
C. E. Branner.....	Surgeon.....	La Grande, Ore.	Pendleton to Baker—La Grande to Elgin.
Lee B. Bouvy.....	Specialist.....	La Grande, Ore.	La Grande.
H. J. Kavanaugh.....	Surgeon.....	Pendleton, Ore.	Arlington to La Grande.
J. P. Brennan.....	Surgeon.....	Pendleton, Ore.	Umatilla to Pendleton.
F. B. Belt.....	Surgeon.....	Hermiston, Ore.	Boardman to Stanfield.
A. D. McMurdo.....	Surgeon.....	Heppner, Ore.	Heppner Jct. to Heppner.
J. V. Wilhelm.....	Surgeon.....	Arlington, Ore.	The Dalles to Umatilla and Arlington to Condon.
W. J. Miller.....	Surgeon.....	Condon, Ore.	Arlington to Condon.
C. L. Poley.....	Surgeon.....	Moro, Ore.	Biggs to Shaniko.
J. C. Vandeventer.....	Surgeon.....	Bend, Ore.	Ainsworth to Bend.
Reuter, Thompson, Coberth, Griffith & Taylor.....	Surgeons.....	The Dalles, Ore.	Hood River to Umatilla.
Young & Payne.....	Specialists.....	The Dalles, Ore.	Hood River to Umatilla.
C. W. McCain.....	Surgeon.....	Hood River, Ore.	Portland to The Dalles.
J. B. Blair.....	Surgeon.....	Vancouver, Wash.	Albina to Kalama.
W. R. Scott.....	Surgeon.....	Centralia, Wash.	Winlock to Tenino, Centralia to South Elma and Tono Branch.
I. R. Watkins.....	Surgeon.....	Aberdeen, Wash.	Cosmopolis to Aberdeen.
H. C. Watkins.....	Surgeon.....	Hoquiam, Wash.	Centralia to Hoquiam.
W. L. Bridgford.....	Surgeon.....	Olympia, Wash.	Olympia to East Olympia.
C. P. Gammon.....	Surgeon.....	Tacoma, Wash.	Tenino to Auburn.
F. R. Underwood.....	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.
 J. B. McLaughlin, Night Chief Train Dispatcher..... La Grande, Ore.
 T. A. McKinstry, Train Dispatcher..... La Grande, Ore.
 C. F. Roberts, Train Dispatcher..... La Grande, Ore.
 V. B. Dygart, Train Dispatcher..... La Grande, Ore.
 D. B. Lafever, Train Dispatcher..... La Grande, Ore.
 M. A. Stearns, Train Dispatcher..... La Grande, Ore.
 G. C. Cooper, Train Dispatcher..... La Grande, Ore.

Third, Fourth and Fifth Subdivisions and Branches

H. M. TURNER, Chief Train Dispatcher..... Portland, Ore.
 R. W. Testers, Night 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.
 C. D. Brown, Train Dispatcher..... Portland, Ore.