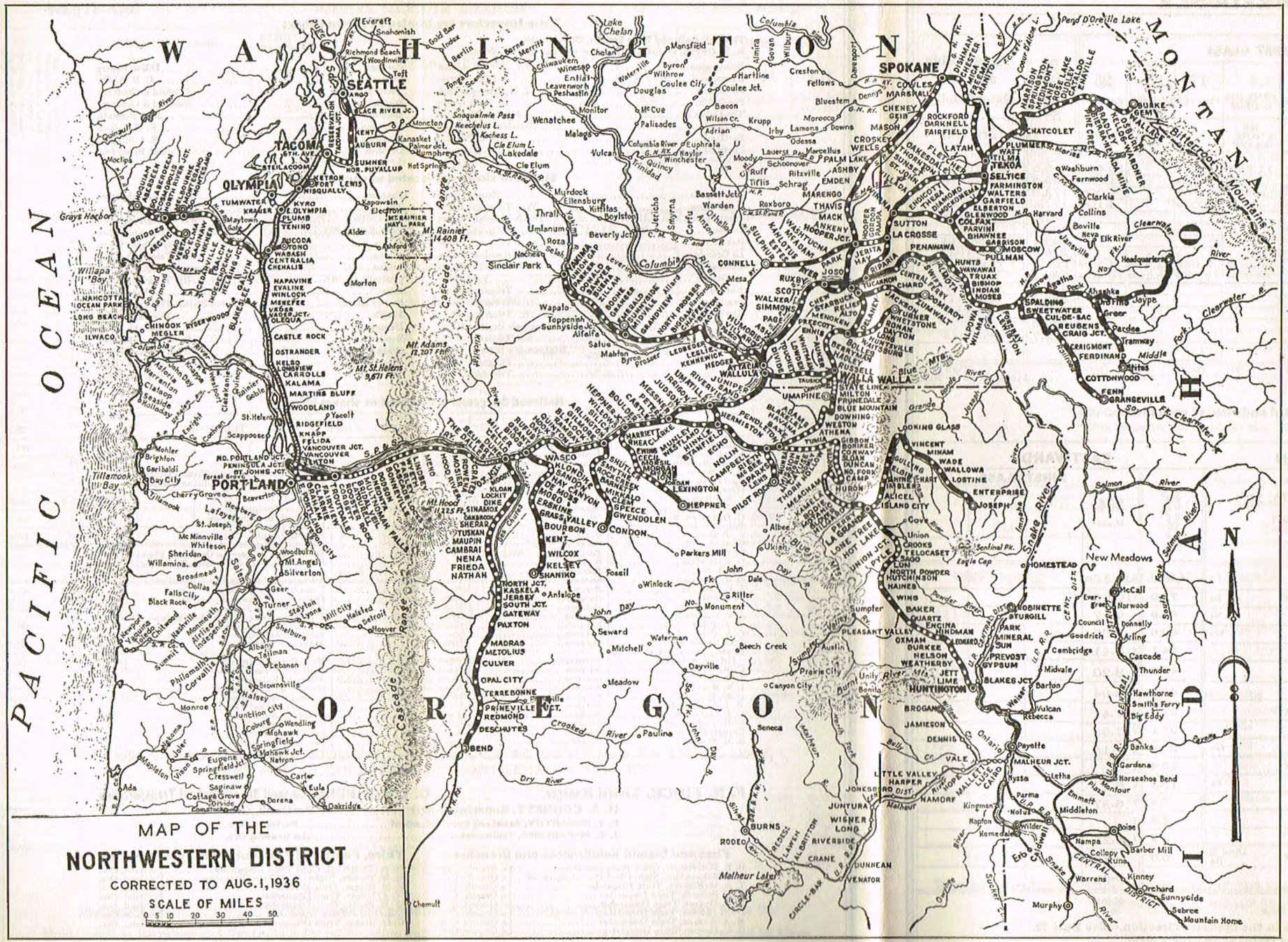

MAP OF THE
NORTHWESTERN DISTRICT
CORRECTED TO AUG. 1, 1936
SCALE OF MILES
0 5 10 20 30 40 50

UNION PACIFIC RAILROAD COMPANY

Northwestern District

Oregon Division

TIME-TABLE No. 14

Effective Sunday, October 3, 1937

At 12:01 A. M. Pacific Time

FOR EMPLOYES 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. 14 October 3, 1937
693 Time Freight	691 Time Freight	681 Time Freight	251 Time Freight	255 Time Freight	259 Time Freight	257 Freight	561 Passenger	11 Passenger	62 Passenger	1 STREAMLINER PASSENGER ★ SEE NOTE BELOW	17 Passenger	5 Mail and Express	25 Passenger		
Saturday	Daily Except Saturday	Daily Except Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily		STATIONS
				4.15AM		12.30AM				11.32PM	6.10PM		10.40AM	0.0	HUNTINGTON
				10.00AM		6.00AM				1.53AM	9.15PM		1.35PM	99.5	LA GRANDE
									12.13AM	3.58AM	11.56PM		4.00PM	173.3	PENDLETON
				5.00PM	2.45PM	A10.15AM			12.23AM	4.03AM	12.06AM		4.10PM	177.5	RIETH
			10.10PM					9.45PM						400.3	SPOKANE
			2.05AM					11.59PM	4.05AM					296.4	AYER
			7.30AM					1.35AM	2.55AM					243.1	WALLULA
			12.01PM		A4.00PM			2.25AM	A1.20AM					215.8	UMATILLA
			7.15PM	12.30AM				A4.40AM		6.05AM	5.05AM	3.45AM	7.10PM	305.3	THE DALLES
							8.35AM			A8.00AM	A7.35AM	A6.10AM	A9.40PM	389.4	PORTLAND
2.30PM	8.00PM	8.00AM	A5.00AM	A6.00AM										394.2	ALBINA
6.05PM	1.01AM	12.01PM					11.36AM							480.6	CENTRALIA
8.00PM	4.00AM	2.15PM					1.09PM							534.6	TACOMA
A9.15PM	A6.00AM	A4.00PM												569.6	ARGO
							A2.20PM							572.7	SEATTLE
(6.45)	(10.00)	(8.00)	(30.50)	(25.45)	(1.15)	(9.45)	(5.45) 31.8	(6.55) 41.0	(3.52) 31.7	(8.28) 46.0	(13.25) 29.0	(2.25) 34.8	(11.00) 35.4		.....Thru Time .....Average Speed per Hour

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

WESTWARD — JOSEPH BRANCH — EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, sand and telephones.	WESTWARD FIRST CLASS 305 Mixed Daily	Distance from Joseph	Time-Table No. 14 October 3, 1937 STATIONS	Distance from La Grande	EASTWARD FIRST CLASS 304 Mixed
1,504 WFY	11.30AM	0.0	D-R JOSEPH J	83.8	A10.15AM
1,672	s12.30PM	5.8	5.8 D ENTERPRISE Rs	78.0	s10.00
2,000	s12.53	16.0	10.2 D LOSTINE Ns	67.8	s 9.17
1,448 WY	s 1.10	23.8	7.8 D WALLOWA Wo	60.0	s 9.00
1,202	f 1.22	29.7	5.9 WADE	54.1	f 8.41
753 {W M.P. 49.0}	s 1.42	36.7	7.0 MINAM	47.1	s 8.20
Spur	f 1.58	43.2	6.5 VINCENT	40.6	f 8.04
2,093 {W M.P. 32.6}	s 2.15	50.0	6.8 LOOKING GLASS	33.8	s 7.47
1,678	f 2.32	58.7	8.7 GULLING	25.1	f 7.25
1,834 Y	s 2.50	62.9	4.2 D ELGIN Gn	20.9	s 7.15
Spur	f	68.4	5.5 RHINEHART	15.4	f
1,294	s 3.15	71.5	3.1 D IMBLER Br	12.3	s 6.47
1,125	f 3.25	76.4	3.9 ALICEL	8.4	f 6.37
430	f	77.9	2.5 CONLEY	5.9	f
715	f 3.40	81.2	3.3 ISLAND CITY	2.6	f 6.25
WFTYOP	A 4.00PM	83.8	2.6 DN-R LA GRANDE Dispr Q Ra	0.0	6.15AM
			(83.8)		Daily
	(3.55) 21.4		.....Thru Time .....Average Speed per Hour		(4.00) 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.

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 14 October 3, 1937 STATIONS	Distance from Portland	FIRST CLASS 44 Mixed	2 STREAMLINER PASSENGER ★ SEE NOTE BELOW	12 Passenger	18 Passenger	61 Passenger	458 Passenger	SECOND CLASS 258 Freight	260 Time Freight	252 Time Freight	692 Time Freight	690 Time Freight
		Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
HUNTINGTON	389.4	A7.25PM	A12.23AM		A8.45AM			A5.30PM	A6.30AM			
LA GRANDE	289.9	4.25PM	10.02PM		5.55AM			12.45PM	7.30PM			
PENDLETON	215.6	1.55PM	7.51PM		3.30AM	A3.10AM						
RIETH	211.9	1.35PM	7.45PM		2.55AM	3.00AM		8.00AM	12.05PM			
SPOKANE	367.5			A7.00AM						A1.30AM		
AYER	263.6			4.20AM		11.30PM				7.50PM		
WALLULA	210.3			3.10AM		1.15AM				5.30PM		
UMATILLA	183.0			2.00AM		2.00AM			9.30AM	4.00PM		
THE DALLES	84.2	10.30AM	5.38PM	11.45PM	12.01AM					4.50AM		
PORTLAND	0.0	8.00AM	3.45PM	9.30PM	9.35PM		A9.20PM					
ALBINA	1.6									11.30PM	A1.00PM	A4.00AM
CENTRALIA	91.1						6.46PM				7.00AM	11.30PM
TACOMA	145.1						5.30PM				4.00AM	8.30PM
ARGO	180.1										2.30AM	6.00PM
SEATTLE	183.2						4.20PM					
(574.7)												
Thru Time.....		(11.25)	(8.38)	(9.30)	(11.10)	(3.55)	(5.00)	(9.30)	(21.00)	(26.00)	(10.30)	(10.00)
Average Speed per Hour.....		34.1	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		WASHINGTON DIVISION		GRAND TOTAL	
Main Line	619.09	Main Line	183.64	Main Line	802.73
Branches	361.42	Branches	675.37	Branches	1036.79
Total	980.51	Total	859.01	Total	1839.52

WESTWARD — PILOT ROCK BRANCH — EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, sand and telephones.	Distance from Rieth	Time-Table No. 14 October 3, 1937 STATIONS	Distance from Pilot Rock
WFTP	0.0	DN-R RIETH N	14.9
Spur	2.8	2.8 McBEE	12.1
1,198	6.7	3.9 SPARKS	8.2
Spur	11.2	4.5 LENS	3.7
1,004 WT	14.9	3.7 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	Time per Mile	Miles per Hour
30″	120.	51″	70.6	1′ 12″	50.
31″	116.1	52″	69.2	1′ 15″	48.
32″	112.5	53″	67.9	1′ 20″	45.
33″	109.1	54″	66.6	1′ 25″	42.3
34″	105.9	55″	65.4	1′ 30″	40.
35″	102.9	56″	64.2	1′ 35″	37.9
36″	100.	57″	63.1	1′ 40″	36.
37″	97.3	58″	62.	1′ 45″	34.3
38″	94.7	59″	61.	1′ 50″	32.7
39″	92.3	1′	60.	1′ 55″	31.3
40″	90.	1′ 1″	59.	2′	30.
41″	87.8	1′ 2″	58.	2′ 15″	26.6
42″	85.7	1′ 3″	57.1	2′ 30″	24.
43″	83.7	1′ 4″	56.2	2′ 45″	21.8
44″	81.8	1′ 5″	55.3	3′	20.
45″	80.	1′ 6″	54.5	3′ 30″	17.1
46″	78.3	1′ 7″	53.7	4′	15.
47″	76.6	1′ 8″	52.9	5′	12.
48″	75.	1′ 9″	52.1	6′	10.
49″	73.5	1′ 10″	51.4	7′	8.6
50″	72.	1′ 11″	50.7	8′	7.5
				10′	6.

WESTWARD — FIRST SUBDIVISION

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.		SECOND CLASS 255 Time Freight Daily	SECOND CLASS 257 Freight Daily	FIRST CLASS 1 STREAMLINER PASSENGER SEE ★NOTE BELOW	FIRST CLASS 17 Passenger Daily	FIRST CLASS 25 Passenger Daily	Distance from Huntington
	WFTYOP	4.15AM	12.30AM	s11.32PM	6.10PM	10.40AM	0.0
3,712	P	4.30	12.43	11.41	6.19	f10.50	4.8
3,749	P	4.40	12.53	11.48	6.23	10.55	8.6
3,711	WP	**4.55**	1.03	11.53PM	6.28	11.01	12.2
3,712	P	5.07	1.13	12.02AM	6.36	11.09	17.1
WB 3,707 EB 3,708	WYP	5.15	1.23	12.06	**6.42**	f11.15	20.6
3,712	P	5.25	1.31	12.11	6.47	11.20	24.2
3,712	P	5.35	1.43	12.18	6.55	11.28	27.7
3,716	W M.P. 350.4 P	5.45	**1.55**	12.25	7.02	11.34	30.8
WB 3,725 EB 3,112	WFYP	5.55	2.05	12.32	7.11	11.39	34.0
3,964	YP	6.05	2.20	**12.37**	7.17	11.46	37.6
3,240	P	6.18	2.30	12.44	7.24	11.53AM	41.9
WB 9,021 EB 3,122	WFYOP	6.30	2.45	12.52	s 7.35	s12.06PM	47.7
3,729	P	6.38	2.54	12.57	7.44	12.12	52.2
3,324	P	**6.56**	3.04	1.02	f 7.54	f12.20	58.1
3,696	P	7.12	3.15	1.06	8.05	12.27	62.8
WB 4,047 EB 3,710	WP	7.22	3.25	1.10	f 8.12	f12.34	67.4
3,706	P	7.30	3.35	1.13	8.17	12.38	70.4
3,719	P	7.40	3.50	1.17	8.23	12.44	74.1
WB 3,708 EB 3,733	WFYP	7.49	4.05	1.21	8.28	12.49	76.9
4,029	P	8.00	4.20	1.28	8.34	12.55	80.9
3,714	P	8.10	4.35	1.34	**8.40**	1.01	84.2
3,504	WYP	8.20	4.50	1.40	8.45	f 1.06	87.1
3,817	P	8.30	5.00	1.43	8.50	f **1.14**	90.7
3,713	P	8.40	5.10	1.46	8.55	1.19	94.5
	WFTYOP	A 9.00AM	A 5.30AM	A 1.53AM	A 9.05PM	A 1.29PM	99.5
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

Time-Table No. 14

October 3, 1937

Block Signals		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	
		3.8	
		LONETREE	
		5.0	
	DN-R	**LA GRANDE**	Dispr Q Ra
		(99.5)	

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. 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 25 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. 25 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 18 Passenger	FIRST CLASS 44 Mixed	FIRST CLASS 2 STREAMLINER PASSENGER	SECOND CLASS 258 Freight	SECOND CLASS 260 Time Freight	Distance from Portland
	WFTYOP	A 8.45AM	A 7.25PM	As12.23AM	A 5.30PM	A 6.30AM	389.4
3,712	P	8.30	f 7.07	12.12	5.15	5.50	384.6
3,749	P	8.23	7.00	12.07	5.05	5.25	380.8
3,711	WP	8.17	6.54	12.01AM	4.55	**4.55**	377.2
3,712	P	8.10	6.47	11.52PM	4.42	4.00	372.3
WB 3,707 EB 3,708	WYP	8.05	f **6.42**	11.47	4.34	3.30	368.8
3,712	P	7.59	6.34	11.42	4.26	2.50	365.2
3,712	P	7.52	6.27	11.36	4.16	2.20	361.7
3,716	P	7.45	6.20	11.30	4.08	**1.55**	358.6
WB 3,725 EB 3,112	WFYP	7.38	6.13	11.23	3.48	1.35	355.4
3,964	YP	7.32	6.07	11.17	3.35	**12.37AM**	351.8
3,240	P	7.24	5.59	11.10	3.20	11.55PM	347.5
WB 9,021 EB 3,122	WFYOP	s 7.15	s 5.50	11.03	3.07	11.30	341.7
3,729	P	7.03	5.37	**10.58**	3.00	**10.58**	337.2
3,324	P	**6.56**	f 5.29	10.54	2.52	10.20	331.3
3,696	P	6.50	5.22	10.50	2.45	10.05	326.6
WB 4,047 EB 3,710	WP	6.44	f 5.15	10.46	2.36	9.50	322.0
3,706	P	6.40	5.10	10.43	2.27	9.40	319.0
3,719	P	6.35	5.05	10.36	2.17	9.25	315.3
WB 3,708 EB 3,733	WFYP	6.31	f 5.00	10.32	2.10	9.15	312.5
4,029	P	6.24	4.53	10.26	1.53	8.55	308.5
3,714	P	6.17	4.48	10.19	1.43	**8.40**	305.2
3,504	WYP	6.11	s 4.43	10.14	1.30	8.10	302.3
3,817	P	6.06	f 4.38	10.11	**1.14**	7.55	298.7
3,713	P	6.01	4.33	10.08	12.57	7.45	294.9
	WFTYOP	5.55AM	4.25PM	10.02PM	12.45PM	7.30PM	289.9
W. B.—Westward Siding.		Daily	Daily	SEE ★NOTE BELOW	Daily	Daily	
E. B.—Eastward Siding.	Thru Time	(2.50)	(3.00)	(2.21)	(4.45)	(11.00)	
	Average Speed per Hour	35.1	33.1	42.3	20.9	9.5	

Time-Table No. 14

October 3, 1937

Block Signals		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	
		3.8	
		LONETREE	
		5.0	
	DN-R	**LA GRANDE**	Dispr Q Ra
		(99.5)	

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 255 Time Freight Daily	SECOND CLASS 257 Freight Daily	FIRST CLASS 62 Passenger Daily	FIRST CLASS 17 Passenger Daily	FIRST CLASS 25 Passenger Daily	FIRST CLASS 1 STREAMLINER PASSENGER SEE ★NOTE BELOW	Distance from Huntington	Time-Table No. 14 October 3, 1937 STATIONS			
	WFTYOP	10.00AM	6.00AM		9.15PM	1.35PM	1.53AM	99.5	DN-R	LA GRANDE	Dispr Q	Ra
3,707	P	10.10	6.10		9.22	1.42	2.00	103.6		4.1 PERRY 3.9		
WB 3,694 EB 3,694	WYP	10.20	6.20		9.28	1.48	2.05	107.5	D	HILGARD		Dy
3,691	P	10.30	6.30		**9.38**	1.56	2.13	111.2		3.7 GLOVER 2.3		
3,715	P	10.40	6.40		9.43	2.02	2.19	113.5		MOTANIC 2.1		
3,985	W M.P. 275.1 P	10.50	6.50		9.49	2.08	2.25	115.6		BODIE 1.9		
		10.55	6.55		9.53	2.12	2.29	117.5		**NORDEEN** 0.9		
C 3,702	WFYP	11.10	7.10		9.55	f 2.14	2.32	118.4	DN	KAMELA 2.9	S	Double Track
	P	11.20	7.20		10.00	2.19	2.37	121.3		**ROSS** 3.2		
WB 5,317 EB 3,702	WP	11.40	7.42		10.06	f 2.25	2.43	124.5	DN	MEACHAM		Mh
3,702	P	11.53AM	7.55		10.14	2.33	2.52	128.8		4.3 PORTER 3.2		
4,256	WP	12.13PM	8.15		10.20	2.39	2.58	132.0		HURON 3.7		
4,483	WP	12.25	8.32		10.26	2.44	3.04	135.7		CAMP 2.2		
3,731	FP	12.30	8.40		10.30	2.47	3.08	137.9		NORTH FORK 3.4		
WB 3,734 EB 3,718	WYP	12.40	8.50		10.35	f **2.52**	3.13	141.3	DN	DUNCAN		Nf
3,713	P	12.48	8.58		10.40	2.56	3.18	144.2		2.9 SLOAN 3.1		
3,697	P	12.54	9.05		10.45	3.01	3.22	147.3		CONWAY 2.7		
5,271	P	12.59	9.11		10.50	3.05	3.26	150.0		BONIFER 2.4		
WB 3,718 EB 4,397	WYP	1.04	**9.15**		10.55	f 3.10	3.30	152.4	D	GIBBON		Gi
4,900	P	1.09	9.21		11.00	3.16	3.34	155.0		2.6 TUMIA 2.4		
3,695	P	1.14	9.26		11.05	f 3.21	3.37	157.4		THORN HOLLOW 2.6		
4,908	P	**1.18**	9.30		11.09	3.25	3.40	160.0		HOMLY 2.4		
3,700	WP	1.30	9.35		11.13	f 3.30	**3.44**	162.4		CAYUSE 2.4		
3,713	P	1.35	9.39		11.17	3.34	3.46	164.8		MINTHORN 3.8		
3,710	P	1.42	9.45		11.23	3.40	3.51	168.6		MISSION 2.2		
4,924	P	**2.00**	9.50		11.26	3.43	3.53	170.8		MUNRA 3.0		
3,522	WYOP	2.10	10.00		s 11.35 11.56PM	s 3.55 4.00	s 3.58	173.8	DN	**PENDLETON**		Fd
	WFTP	A 2.25PM	A10.15AM		A12.23AM	A12.06AM	A 4.10PM	A 4.03AM	177.6	DN-R	**RIETH**		N
										(78.0)		
W. B.—Westward Siding. E. B.—Eastward Siding. C.—Center Siding.		(4.25) 17.7	(4.15) 18.2		(0.10) 22.2	(2.41) 29.1	(2.35) 30.2	(2.10) 36.0	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 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 25 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.

SECOND SUBDIVISION — EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Time-Table No. 14 October 3, 1937 STATIONS			Distance from Portland	FIRST CLASS 18 Passenger	FIRST CLASS 61 Passenger	FIRST CLASS 44 Mixed	FIRST CLASS 2 STREAMLINER PASSENGER	SECOND CLASS 258 Freight	SECOND CLASS 260 Time Freight
	WFTYOP	DN-R	LA GRANDE	Dispr Q Ra	289.9	A 5.45AM		A 4.15PM	A10.02PM	A12.15PM	A 6.30PM
3,707	P		4.1 PERRY 3.9		285.8	5.33		4.01	9.52	12.02PM	6.10
WB 3,694 EB 3,694	WYP	D	HILGARD	Dy	281.9	5.26		f 3.54	9.45	11.55AM	6.00
3,691	P		3.7 GLOVER 2.3		278.2	5.18		3.47	**9.38**	11.45	5.48
3,715	P		MOTANIC 2.1		275.9	5.13		3.42	9.33	11.28	5.28
3,985	W M.P. 275.1 P		BODIE 1.9		273.8	5.09		3.38	9.29	11.22	5.15
			NORDEEN 0.9		271.0	5.05		3.34	9.25	11.16	4.55
C 3,702	WFYP	DN	KAMELA	S Double Track	271.0	5.02		f 3.32	9.23	11.13	4.50
	P		2.9 **ROSS** 3.2		268.1	4.55		3.26	9.17	10.58	4.30
WB 5,317 EB 3,702	WP	DN	MEACHAM	Mh	264.9	4.49		f 3.21	9.12	10.48	4.15
3,702	P		4.3 PORTER 3.2		260.6	4.39		3.12	9.02	10.28	3.55
4,256	WP		HURON 3.7		257.4	4.32		3.06	8.53	10.12	3.35
4,483	WP		CAMP 2.2		253.7	4.26		3.01	8.47	10.02	3.25
3,731	FP		NORTH FORK 3.4		251.5	4.22		2.57	8.43	9.54	3.05
WB 3,734 EB 3,718	WYP	DN	DUNCAN	Nf	248.1	4.17		**2.52**	8.38	9.46	**2.52**
3,713	P		2.9 SLOAN 3.1		245.2	4.13		2.44	8.33	9.40	2.20
3,697	P		CONWAY 2.7		242.1	4.08		2.39	8.28	9.34	2.10
5,271	P		BONIFER 2.4		239.4	4.04		2.35	8.23	9.28	2.02
WB 3,718 EB 4,397	WYP	D	GIBBON	Gi	237.0	4.00		f 2.31	8.20	**9.15**	1.56
4,900	P		2.6 TUMIA 2.4		234.4	3.56		2.23	8.17	9.04	1.38
3,695	P		THORN HOLLOW 2.6		232.0	3.53		f 2.19	8.14	8.56	1.29
4,908	P		HOMLY 2.4		229.4	3.49		2.15	8.10	8.48	**1.18**
3,700	WP		CAYUSE 2.4		227.0	**3.44**		f 2.11	8.06	8.40	1.00
3,713	P		MINTHORN 3.8		224.6	3.41		2.08	8.04	8.33	12.54
3,710	P		MISSION 2.2		220.8	3.37		2.03	8.00	8.25	12.44
4,924	P		MUNRA 3.0		218.6	3.34		**2.00**	7.56	8.20	12.38
3,522	WYOP	DN	**PENDLETON**	Fd	215.6	s 3.30 **3.05**	A **3.10AM**	s 1.55 1.45	s 7.51	8.12	12.23
	WFTP	DN-R	**RIETH**	N	211.9	**2.55AM**	**3.00AM**	1.35PM	7.45PM	8.00AM	12.05PM
			(78.0)			Daily	Daily	Daily	SEE ★NOTE BELOW	Daily	Daily
W. B.—Westward Siding. E. B.—Eastward Siding. C.—Center Siding.		Thru Time ..... Average Speed per Hour				(2.50) 27.5	(0.10) 22.2	(2.45) 28.4	(2.17) 34.2	(4.15) 18.2	(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

Length of sidings in feet and location from meter, interlocking plants, interlocking stations, scales and telephones.		SECOND CLASS 315 Time Freight Saturday	313 Time Freight Daily Ex. Sat. and Mon.	329 Mixed Daily Except Sunday	259 Time Freight Daily	251 Time Freight Daily	255 Time Freight Daily	FIRST CLASS 11 Passenger Daily	25 Passenger Daily	1 STREAMLINER PASSENGER SEE ★NOTE BELOW	62 Passenger Daily	17 Passenger Daily	Distance from Huntington	Time-Table No. 14 October 3, 1937 STATIONS	
	WFTP				2.45PM		5.00PM		4.10PM	4.03AM	12.23AM	12.06AM	177.6	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	12.34	12.17	186.0	CAMPBELL	
650													187.8	YOAKUM	
4,716	P				3.12		5.23		4.27	4.17	12.39	12.24	190.9	NOLIN	
4,698	WP				3.20		5.33		f4.35	4.24	f12.47	12.32	197.4	DN ECHO Hi	
4,706	P				3.25		5.39		f4.40	4.27	f12.54	12.37	200.7	STANFIELD Nd	
	P				3.32		5.46		4.46	4.31	1.00	12.43	205.3	DN **HINKLE** Uk	
	P				3.32						1.00		205.3	DN **HINKLE** Uk	
4,703	P				3.40						f 1.08		209.3	D HERMISTON Mn	
	WFTYP				A4.00PM	12.01PM		2.25AM			A 1.20AM		215.8	DN-R **UMATILLA** Cs	
3,110	P					12.15		2.31					220.0	BAILEY	
3,200	P					12.25		f2.36					223.2	IRRIGON	
3,200	P					12.35		2.42					226.9	JUDSON	
4,980	WFYP					12.50		2.50					233.2	DN **MESSNER** Fc	
4,930	P						5.52		4.50	4.34		12.47	208.7	WESTLAND	
4,901	WP						6.00		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	6.16	2.50	5.07	4.46		1.05	223.9	DN **MESSNER** Fc	
650						12.55	6.19	2.53	s5.10	4.48		1.07	225.7	D BOARDMAN Bd	
4,900	P					1.05	6.21	2.56	5.12	4.49		**1.18**	227.5	PETERS	
4,904	P					1.33	**6.49**	3.00	5.16	4.52		1.23	231.4	CASTLE	
5,190	P					1.50	7.04	3.06	5.22	4.57		**1.37**	237.2	BOULDER	
824	TP			11.45PM		1.58	7.13	3.11	5.27	5.00		1.43	241.2	N **HEPPNER JCT.** Wi	
5,001	P			11.50		2.02	7.18	3.13	5.29	5.02		1.45	242.7	WILLOWS	
4,924	P			11.58PM		2.10	7.28	3.18	5.34	5.06		1.52	247.1	SILICA	
WB 6,296 EB 5,906	WTP			A12.05AM		2.30	7.48	s3.26	s5.44	5.11		s 2.00	251.7	DN **ARLINGTON** Mx	
4,940	P					2.45	7.56	3.31	5.49	5.15		2.10	255.4	GILMORE	
4,946	WP					3.02	8.06	3.37	f5.54	5.19		2.16	259.9	BLALOCK	
4,917	P					3.12	8.13	3.42	5.58	5.22		2.21	263.9	RAMSAY	
4,892	P					3.17	8.17	3.45	6.03	5.24		2.24	266.3	QUINTON	
5,000	P					3.27	8.25	3.50	**6.11**	5.28		2.29	270.6	HOOK	
4,947	P					3.34	8.33	3.55	6.16	5.32		2.34	274.6	GOFF	
5,165	WP					3.42	8.39	3.58	6.19	5.35		2.38	277.4	DAY	
5,000	P					3.50	8.45	4.01	f6.21	5.37		2.42	280.1	RUFUS	
4,926	P					3.57	8.55	4.04	6.24	5.39		2.46	282.7	GRANT	
6,656	YP					4.05	9.10	4.09	f6.29	**5.42**		s 2.52	285.6	DN **BIGGS** Bx	
2,750						4.15	9.20	4.14	6.34	5.46		2.57	289.2	MILLER	
2,625						4.25	9.35	4.19	6.39	5.50		3.05	293.1	CELILO	
		9.45PM	3.45AM			4.30	9.40	4.21	6.41	5.51		3.07	294.3	N **OREGON TRUNK JCT.** Vo	
Spur													296.0	DILLON	
3,678		9.55	3.55			4.42	10.00	4.26	6.46	5.54		3.15	297.8	DUNE	
													300.9	BIG EDDY	
Spur		10.05	4.05			4.50	10.30	4.32	6.52	5.58		3.25	301.8	SEUFERT	
	WFTOP	A10.15PM	A4.15AM			A 5.00PM	A11.00PM	A4.40AM	A7.05PM	A 6.05AM		A 3.35AM	305.3	DN-R **THE DALLES** Dk-Wh	
													127.8		
W.B.—Westward Siding.		(0.30)	(0.30)	(0.20)	(1.15)	(4.59)	(6.00)	(2.15)	(2.55)	(2.02)	(0.57)	(3.29)		Thru Time	
E.B.—Eastward Siding.		22.0	22.0	31.5	30.6	19.8	21.3	43.9	43.8	62.9	40.3	36.7		Average Speed per Hour	

Block Signals — Double Track

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. 25 will stop at any station to discharge revenue passengers from points east of Stanfield.
No. 25 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.

EASTWARD — THIRD SUBDIVISION

Length of sidings in feet and location from meter, interlocking plants, interlocking stations, scales and telephones.		Time-Table No. 14 October 3, 1937 STATIONS		Distance from Portland	FIRST CLASS 44 Mixed	2 STREAMLINER PASSENGER	12 Passenger	18 Passenger	61 Passenger	SECOND CLASS 252 Time Freight	260 Time Freight	330 Mixed	314 Time Freight	312 Time Freight
	WFTP	DN-R **RIETH** N		211.9	A 1.35PM	A 7.45PM		A **2.55**AM	A **3.00**AM		A11.30AM			
4,699	P	BARNHART		208.3	1.27	7.40		2.48	2.53		11.15			
4,727	P	CAMPBELL		208.4	1.20	7.35		2.41	2.47		11.05			
650		YOAKUM		201.6										
4,716	P	NOLIN		198.5	1.13	7.30		2.34	2.42		10.45			
4,698	WP	DN ECHO Hi		192.0	f 1.05	7.22		2.26	f 2.34		10.25			
4,706	P	STANFIELD Nd		188.7	f12.57	7.18		2.21	f 2.27		10.15			
	P	DN **HINKLE** Uk		184.1	12.51	7.13		**2.16**	**2.21**		10.00			
	P	DN **HINKLE** Uk		193.4					2.21		10.00			
4,703	P	D HERMISTON Mn		189.4					f 2.10		9.45			
	WFTYP	DN-R **UMATILLA** Cs		182.9			A 1.55AM		2.00AM	A 9.00AM	9.30AM			
3,110	P	BAILEY		178.7			1.40			8.40				
3,200	P	IRRIGON		175.5			f 1.35			8.33				
3,200	P	JUDSON		171.8			1.30			8.25				
4,980	WFYP	DN **MESSNER** Fc		165.5			1.23			8.10				
4,930	P	WESTLAND		180.7	12.47	7.10		2.11						
4,901	WP	MUNLEY		175.8	12.42	7.06		2.05						
4,905	P	CLARKE		170.0	12.34	7.00		1.59						
4,980	WFYP	DN **MESSNER** Fc		165.5	12.26	6.55	1.23	1.53		8.10				
650		D BOARDMAN Bd		163.7	f12.23	6.53	f 1.21	1.51		8.05				
4,900	P	PETERS		161.9	12.18	6.52	**1.18**	1.49		8.00				
4,904	P	CASTLE		158.0	12.13	**6.49**	1.14	1.44		7.50				
5,190	P	BOULDER		152.2	12.06	6.44	1.08	**1.37**		7.38				
824	TP	N **HEPPNER JCT.** Wi		148.2	12.01PM	6.39	1.03	1.28		7.30		A3.50AM		
5,001	P	WILLOWS		146.7	11.59AM	6.38	1.00	1.25		7.25		3.45		
4,924	P	SILICA		142.3	11.54	6.34	12.55	1.20		7.15		3.38		
WB 6,296 EB 5,906	WTP	DN **ARLINGTON** Mx		137.7	s11.47	6.29	s12.49	s 1.15		7.00		3.30AM		
4,940	P	GILMORE		134.0	11.39	6.25	12.44	12.59		6.45				
4,946	WP	BLALOCK		129.5	f11.34	6.20	12.39	12.54		6.36				
4,917	P	RAMSAY		125.5	11.30	6.17	12.35	12.50		6.30				
4,892	P	QUINTON		123.1	11.27	6 14	12.32	12.47		6.25				
5,000	P	HOOK		118.8	11.22	**6.11**	12.27	12.42		6.18				
4,947	P	GOFF		114.8	11.18	6.07	12.23	12.38		6.10				
5,165	WP	DAY		112.0	11.13	6.05	12.20	12.35		6.05				
5,000	P	RUFUS		109.3	f11.09	6.03	12.17	12.32		6.00				
4,926	P	GRANT		106.7	11.05	6.01	12.14	12.29		5.55				
6,656	YP	DN **BIGGS** Bx		103.8	f11.00	5.58	12.10	12.25		**5.42**				
2,750		MILLER		100.2	10.52	5.55	12.05	12.20		5.30				
2,625		CELILO		96.3	10.48	5.51	12.01AM	12.16		5.10				
		N **OREGON TRUNK JCT.** Vo		95.1	10.46	5.50	11.59PM	12.14		5.05		A12.30AM	A10.20PM	
Spur		DILLON		93.4										
3,678		DUNE		91.6	10.42	5.47	11.55	12.10		4.55		12.24	10.12	
		BIG EDDY		88.5										
Spur		SEUFERT		87.6	10.37	5.43	11.50	12.06		4.40		12.18	10.06	
	WFTOP	DN-R **THE DALLES** Dk-Wh		84.1	10.30AM	5.38PM	11.45PM	12.01AM		4.30AM		12.10AM	10.00PM	
				127.8	Daily	SEE ★NOTE BELOW	Daily	Daily	Daily	Daily	Daily	Daily Except Monday	Daily Ex. Sun. and Mon.	Sunday
W. B.—Westward Siding.		Thru Time			(3.05)	(2.07)	(2.10)	(2.54)	(1.00)	(4.30)	(2.00)	(0.20)	(0.20)	(0.20)
E. B.—Eastward Siding.		Average Speed per Hour			41.4	60.4	45.6	44.1	38.3	21.9	19.1	31.5	33.0	33.0

Block Signals — Double Track

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

Time-Table No. 14

October 3, 1937

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.		SECOND CLASS 690 Time Freight Daily Except Monday	SECOND CLASS 692 Time Freight Daily	SECOND CLASS 251 Time Freight Daily	SECOND CLASS 255 Time Freight Daily	FIRST CLASS 458 Passenger Daily	FIRST CLASS 25 Passenger Daily	FIRST CLASS 1 STREAMLINER PASSENGER SEE ★NOTE BELOW Daily	FIRST CLASS 17 Passenger Daily	FIRST CLASS 5 Mail and Express Daily	Distance from Huntington		STATIONS	
	WFTOP			7.15PM	12.30AM		7.10PM	6.05AM	5.05AM	3.45AM	305.3	DN-R	**THE DALLES** Dk-Wh	Double Track
	P			7.25	12.40		7.17	6.09	5.11	3.50	307.8		**CRATES** 2.5 / 5.6	
3,309	P			7.40	12.55		7.24	6.16	5.19	3.58	313.4		ROWENA 3.6	
3,165	P			7.50	1.05		7.29	6.21	5.25	4.04	317.0		CHATFIELD 3.3	
3,250	P			8.05	1.15		f 7.34	6.25	5.31	4.10	320.3		MOSIER 6.0	H
WB 3,629 EB 5,350	WP			9.00	1.35		s 7.43	6.33	s 5.40	s 4.20	326.3	DN	HOOD RIVER 4.1	Ki
4,040	P			9.20	**2.12**		7.51	6.40	5.48	4.28	330.4		MENO 6.2	
4,900	P			9.45	2.25		8.00	6.48	5.57	4.38	336.6		LINDSEY 3.2	
5,110	WP			9.58	2.32		f 8.05	6.54	6.03	4.43	339.8		WYETH 2.9	
4,900	P			10.10	2.39		8.10	6.58	6.08	4.48	342.7		FARLEY 3.9	
4,900	P			**10.33** **10.43**	2.46		f 8.16	7.03	6.14	4.55	346.6		CASCADE LOCKS 4.2	
6,783	WP			11.15	3.05		f 8.24	7.10	6.21	5.02	350.8	DN	BONNEVILLE 2.9	Mu
											353.7		WARRENDALE 1.7	
3,315	P			11.45PM	3.15		f 8.30	7.17	6.28	5.09	355.4		DODSON 2.7	
3,108	P			12.01AM	3.21		8.34	7.20	6.32	5.13	358.0		ONEONTA 1.8	
											359.8		MULTNOMAH FALLS 3.3	
3,479	OP			**12.58**	3.35		f 8.41	7.26	6.40	5.20	363.1	D	BRIDAL VEIL 2.4	Ju
											365.5		LATOURELL 1.5	
4,900	P			1.30	3.45		8.48	7.30	6.46	5.26	367.0		ROOSTER ROCK 2.0	
											369.0		CORBETT 1.3	
3,050	P			2.00	3.55		8.53	7.33	6.51	5.31	370.3		TAYLOR 3.5	
5,979	WTP			2.30	4.15		f 8.59	7.36	6.57	5.36	373.8	DN	**TROUTDALE**	Sn
2,700	P			VIA KENTON	VIA KENTON		f 9.06	7.39	7.02	5.40	376.2		FAIRVIEW 2.4	
2,720	P						9.15	7.45	7.13	5.49	381.7		CLARNIE 5.5	
1,560	P						9.22	7.49	7.20	5.55	385.0		GRAHAM 3.3	
1,058							9.28	7.52	7.25	6.00	387.5		BRUUN 2.5 / 1.3	
3,215	P			3.00	4.25						378.8		HEMLOCK 5.0	
3,315	P			3.30	4.35						383.5		FIR 4.7	
3,402				4.00	4.45						389.0		KENTON 5.5	
1,415	YP			4.20	4.55						390.2		**PENINSULA JCT.** 1.2	
	IP	3.30AM	12.30PM			8.56PM					391.5	DN	**NORTH PORTLAND JCT.** KD	
1,415	IYP	3.37AM	12.37PM			8.58					390.3		**PENINSULA JCT.** 1.2	
1,415	IYP	3.37AM	12.37PM	4.20	4.55	8.58					390.3		**PENINSULA JCT.** 1.5	
	IP	3.45AM	12.45PM	4.30	5.05	9.02					391.7		ST. JOHNS JCT. 2.5	
	WFTYOP	A 4.00AM	A 1.00PM	A 5.00AM	A 6.00AM						394.2	DN-R	**ALBINA** Dispr. X	B
	IP					9.13	**9.33**	7.55	7.30	6.05	388.8		**EAST PORTLAND** 1.0	
											389.1		UNITED RY. CROSSING 0.3	
	IP					A 9.20PM	A **9.40**PM	A **8.00**AM	A 7.35AM	A 6.10AM	389.4	DN-R	**PORTLAND** P-Ve	
													(84.1)	

VIA GRAHAM

W. B.—Westward Siding.	(0.30)	(0.30)	(9.45)	(5.30)	(0.24)	(2.30)	(1.55)	(2.30)	(2.25)	..... Thru Time
E. B.—Eastward Siding.	10.4	10.4	8.6	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. 25 will stop at any station to discharge revenue passengers from points east of Stanfield.
No. 25 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. 14

October 3, 1937

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.		STATIONS			Distance from Portland	FIRST CLASS 44 Mixed	FIRST CLASS 561 Passenger	FIRST CLASS 2 STREAMLINER PASSENGER	FIRST CLASS 12 Passenger	FIRST CLASS 18 Passenger	SECOND CLASS 252 Time Freight	SECOND CLASS 693 Time Freight	SECOND CLASS 681 Time Freight	SECOND CLASS 691 Time Freight
	WFTOP	DN-R	**THE DALLES** Dk-Wh	Double Track	84.1	A10.25AM		A 5.38PM	A11.40PM	A11.55PM	A 3.20AM			
	P		**CRATES** 2.5 / 5.6		81.6	10.10		5.32	11.33	11.47	3.10			
3,309	P		ROWENA 3.6		76.0	10.01		5.25	11.25	11.39	2.58			
3,165	P		CHATFIELD 3.3		72.4	9.56		5.21	11.19	11.34	2.50			
3,250	P		MOSIER 6.0	H	69.1	f 9.51		5.16	11.14	11.29	2.40			
WB 3,629 EB 5,350	WP	DN	HOOD RIVER 4.1	Ki	63.1	s 9.41		5.08	s11.05	s11.20	2.25			
4,040	P		MENO 6.2		59.0	9.29		5.02	10.58	11.08	**2.12**			
4,900	P		LINDSEY 3.2		52.8	9.21		4.54	10.49	10.59	2.00			
5,110	WP		WYETH 2.9		49.6	f 9.16		4.49	10.43	10.54	1.52			
4,900	P		FARLEY 3.9		46.7	9.12		4.45	10.39	10.49	1.44			
4,900	P		CASCADE LOCKS 4.4		42.8	f 9.07		4.40	**10.33**	**10.43**	1.35			
6,783	WP	DN	BONNEVILLE 2.5	Mu	38.8	f 8.59		4.33	10.26	10.36	1.25			
			WARRENDALE 1.7		35.8									
3,315	P		DODSON 2.7		34.1	8.52		4.27	10.19	10.29	1.12			
3,108	P		ONEONTA 1.8		31.4	f 8.48		4.24	10.15	10.25	1.06			
			MULTNOMAH FALLS 3.9		29.6									
3,479	OP	D	BRIDAL VEIL 2.4	Ju	26.3	f 8.42		4.18	10.09	10.19	**12.58**			
			LATOURELL 1.5		23.9									
4,900	P		ROOSTER ROCK 2.0		22.4	8.37		4.13	10.04	10.14	12.48			
			CORBETT 1.3		20.4									
3,050	P		TAYLOR 3.5		19.1	8.33		4.09	10.00	10.10	12.40			
5,979	WTP	DN	**TROUTDALE**	Sn	15.6	s 8.28		4.05	9.56	10.06	12.25			
2,700	P		FAIRVIEW 2.4		13.2	f 8.22		4.02	9.52	10.02	VIA KENTON			
2,720	P		CLARNIE 5.5		7.7	8.15		3.57	9.46	9.53				
1,560	P		GRAHAM 3.3		4.4	8.11		3.52	9.41	9.47				
1,058			BRUUN 2.5 / 1.3		1.9	8.07		3.49	9.37	9.42				
3,215	P		HEMLOCK 5.0		17.0						12.17			
3,315	P		FIR 4.7		12.3						12.10AM			
3,402			KENTON 5.5		6.8						11.59PM			
1,415	YP		**PENINSULA JCT.** 1.2		5.6						11.51			
	IP	DN	**NORTH PORTLAND JCT.** KD		6.8		A 8.55AM					A 3.05PM	A 8.30AM	A 8.30PM
1,415	IYP		**PENINSULA JCT.** 1.2		5.6		8.51					2.55	8.23	8.23
1,415	IYP		**PENINSULA JCT.** 1.5		5.6		8.51				11.51	2.55	8.23	8.23
	IP		ST. JOHNS JCT. 2.5		4.1		8.47				11.46	2.50	8.15	8.15
	WFTYOP	DN-R	**ALBINA** Dispr. X	B	1.6						11.30PM	2.30PM	8.00AM	8.00PM
	IP		**EAST PORTLAND** 1.0		0.6	8.03	8.38	3.47	**9.33**	9.38				
			UNITED RY. CROSSING 0.3		0.3									
	IP	DN-R	**PORTLAND** P-Ve		0.0	**8.00**AM	8.35AM	3.45PM	9.30PM	**9.35**PM				
			(84.1)			Daily	Daily	SEE ★NOTE BELOW	Daily	Daily	Daily	Saturday	Daily Except Saturday	Daily Except Saturday

VIA GRAHAM

W. B.—Westward Siding.	Thru Time	(2.25)	(0.20)	(1.53)	(2.10)	(2.20)	(3.50)	(0.35)	(0.30)	(0.30)
E. B.—Eastward Siding.	Average Speed per Hour	34.8	20.4	44.7	38.8	36.0	23.2	8.9	10.4	10.4

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. 44 will stop on flag at Corbett, Latourell, Multnomah Falls and Warrendale for revenue passengers, mail and express to and from any point.
No. 18 will stop on flag at any station for revenue sleeping car passengers when destined Cheyenne or beyond.

WESTWARD — HEPPNER BRANCH — EASTWARD

Time-Table No. 14
October 3, 1937

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.		SECOND CLASS 331 Mixed Saturday	SECOND CLASS 329 Mixed Daily Except Saturday and Sunday	Distance from Heppner	STATIONS		Distance from Heppner Jct.	SECOND CLASS 330 Mixed
2,867	WFTY	7.15PM	9.00PM	0.0	D-R HEPPNER	Hr	45.2	A 6.00AM
1,029	P	s 7.35	s 9.20	8.9	8.9 LEXINGTON		36.3	s 5.35
471		f 7.50	f 9.35	14.2	5.3 JORDAN		31.0	5.20
1,150	W	s 8.00	s 9.55	16.9	2.7 IONE	On	28.3	s 5.10
132		f 8.15	f10.10	20.0	3.1 McNAB		25.2	5.00
835		s 8.25	s10.25	25.4	5.4 MORGAN		19.8	s 4.48
263		f 8.35	f10.35	27.5	2.1 MORSIL		17.7	4.43
330	W	s 8.55	s10.55	30.7	3.2 CECIL		14.5	s 4.33
158		f 9.05	f11.05	34.3	3.6 EWING		10.9	f 4.23
734		f 9.15	f11.20	38.4	4.1 RHEA		6.8	f 4.10
136				42.2	3.8 HARRIETT		3.0	
1,780	TP	A 9.45PM	A11.45PM	45.2	3.0 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

Time-Table No. 14
October 3, 1937

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.		SECOND CLASS 307 Mixed Sunday	SECOND CLASS 327 Mixed Daily Except Saturday and Sunday	SECOND CLASS 317 Mixed Saturday	Distance from Condon	STATIONS		Distance from Arlington	SECOND CLASS 328 Mixed
5,260	WFYP	10.00PM	9.00PM	7.15PM	0.0	D-R CONDON	Cd	44.5	A 6.30AM
1,278		f10.20	f 9.21	f 7.35	8.2	8.2 GWENDOLEN		36.3	f 6.00
1,515		f10.35	f 9.35	f 7.50	12.2	4.0 SPEECE		32.3	f 5.45
1,533		s10.50	s 9.50	s 8.05	15.9	3.7 CLEM		28.6	s 5.26
1,515	W	s11.10	s10.15	s 8.25	20.1	4.2 MIKKALO		24.4	s 5.05
1,400		f11.30	f10.35	f 8.50	24.8	4.7 BARNETT		19.7	f 4.45
662	W	s11.50PM	s10.55	s 9.10	28.5	3.7 ROCK CREEK		16.0	s 4.26
122					30.8	2.3 SMYTHE		13.7	
1,504		f12.15AM	11.20PM	f 9.35	37.2	6.4 SHUTLER		7.3	f 4.00
6,920	WFTP	A12.40AM	A12.01AM	A10.00PM	44.5	7.3 DN-R ARLINGTON	Mx	0.0	3.35AM
						(44.5)			Daily
		(2.40)	(3.01)	(2.45)		Thru Time			(2.55)
		16.7	14.8	16.2		Average Speed per Hour			15.2

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

WESTWARD — SHANIKO BRANCH — EASTWARD

Time-Table No. 14
October 3, 1937

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.		SECOND CLASS 325 Freight Tues., Thurs., Sat.	Distance from Shaniko	STATIONS		Distance from Biggs	SECOND CLASS 326 Freight
3,385	WFYP	7.45AM	0.0	D-R SHANIKO	Sh	69.7	A10.30AM
345			6.7	6.7 KELSEY		63.0	
620		f 8.20	12.6	5.9 WILCOX		57.1	f 9.50
902		s 8.35	17.2	4.6 KENT		52.5	s 9.35
650		f 8.55	23.9	6.7 BOURBON		45.8	f 9.25
1,370	WT	s 9.15	31.2	7.3 D GRASS VALLEY	Vy	38.5	s 8.55
Spur		f 9.35	38.4	7.2 ERSKINE		31.3	f 8.20
2,422		s 9.55	42.7	4.3 D MORO	Mr	27.0	s 8.00
834		f10.05	45.8	3.1 DE MOSS		23.9	f 7.45
Spur		f10.15	49.7	3.9 NISH		20.0	f 7.30
Spur		10.20	50.5	0.8 HAY CANYON		19.2	7.25
Spur		f10.30	54.1	3.6 SANDON		15.6	f 7.10
1,010		s10.35	55.5	1.4 KLONDIKE		14.2	s 7.05
1,758	W	s11.05	60.0	4.5 D WASCO	Wa	9.7	s 6.40
Spur		f11.15	62.6	2.6 SINK		7.1	f 6.30
565		f11.20	64.5	1.9 THORNBERRY		5.2	f 6.20
6,656	WFYP	A11.55AM	69.7	5.2 DN-R BIGGS	Bx	0.0	6.00AM
				(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

Time-Table No. 14
October 3, 1937

SECOND CLASS 315 Time Freight Saturday	SECOND CLASS 313 Time Freight Daily Ex. Fri. and Sun.	Distance from Bend	STATIONS		Distance from Oregon Trunk Junction	SECOND CLASS 312 Time Freight	SECOND CLASS 314 Time Freight
2.30PM	7.30PM	0.0	DN-R BEND	Nd	150.0	A 5.00AM	A 6.50AM

BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF OREGON TRUNK RAILWAY

A9.30PM	A 3.30AM	150.0	N OREGON TRUNK JUNCTION (150.0)	Vo	0.0	10.20PM Sunday	12.30AM Daily Ex. Sun. & Mon.
(7.00)	(8.00)		Thru Time			(6.40)	(6.30)
21.4	18.7		Average Speed per Hour			22.5	23.1

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 690 Time Freight Daily Except Sunday	SECOND CLASS 692 Time Freight Daily	FIRST CLASS 34 CMSt.P&P Passenger (16) Daily	FIRST CLASS 458 Passenger Daily	FIRST CLASS 38 CMSt.P&P Passenger (15) Daily	Distance from Seattle	Time-Table No. 14 October 3, 1937 STATIONS	
	P			10.30PM	4.20PM	8.15AM	0.0	DN-R SEATTLE Ow	Double Track
							1.9	1.9 G. N. CROSSING	
							1.9	0.0 N. P. CROSSING	
	WFITYOP	6.00PM	2.30AM	A10.38PM	4.28	A 8.24AM	3.1	1.2 DN-R ARGO G	
	I							6.3 C. M. St. P. & P. & P. C. CROSSING	
1,354 1,401	P	6.15PM	2.45AM		4.37PM		9.4	0.0 DN-R BLACK RIVER Bi	

Block Signals

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	8.00PM	3.40AM		5.15PM		35.7	DN TACOMA JCT. Jn	
	I	8.05PM	3.45AM		5.19PM		36.4	0.7 DN RESERVATION Rn	
							36.5	0.1 N. P. CROSSING	
							36.7	0.2 N. P. CROSSING	
							36.7	3.0 N. P. CROSSING	
							36.8	0.1 N. P. CROSSING	
							38.0	1.2 N. P. CROSSING	

Block Signals

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	3.30AM	12.30PM		8.56PM		176.4	NORTH PORTLAND JCT.	Block Sig'ls
1,415	IYP						177.6	1.2 PENINSULA JCT.	
	IP						179.1	1.5 ST. JOHNS JCT.	
	P	A 4.00AM	A 1.00PM				181.6	2.5 ALBINA	Block Signals
	IP						182.6	1.0 EAST PORTLAND	
							182.9	0.3 UNITED RY. CROSSING	
	IP				A 9.20PM		183.2	0.3 PORTLAND	
								183.2	

(10.00) 18.2 (10.30) 17.3 (0.03) 23.2 (5.00) 36.6 (0.09) 20.7	Thru Time
	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.		SECOND CLASS 321 Freight Daily	Distance from East Olympia	Time-Table No. 14 October 3, 1937 STATIONS	Distance from Olympia	SECOND CLASS 322 Freight	
	YP	7.00AM	0.0	R EAST OLYMPIA Ma	7.4	A 6.50AM	
Spur			1.8	1.8 KNAUER	5.6		
			7.3	5.5 N. P. CROSSING	0.1		
	WFYP	A 7.20AM	7.4	0.1 D-R OLYMPIA Oa	0.0	6.30AM	
				(7.4)		Daily	

(0.20) 22.2	Thru Time
	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. 14 October 3, 1937 STATIONS	Distance from Portland	FIRST CLASS 37 CMSt.P&P Passenger (15)	FIRST CLASS 561 Passenger	FIRST CLASS 33 CMSt.P&P Passenger (16)	SECOND CLASS 681 Time Freight	SECOND CLASS 693 Time Freight	SECOND CLASS 691 Time Freight
	P	DN-R SEATTLE Ow	183.2	A 8.00AM	A 2.20PM	A 9.45PM			
		1.9 G. N. CROSSING	181.3						
		0.0 N. P. CROSSING	181.3						
	WFITYOP	1.2 DN-R ARGO G	180.1	7.46AM	2.09	9.35PM	A 4.00PM	A 9.15PM	A 6.00AM
	I	6.3 C. M. St. P. & P. & P. C. CROSSING							
1,354 1,401	P	0.0 DN-R BLACK RIVER Bi	173.8		2.00PM		3.40PM	9.00PM	5.40AM

Double Track

Block Signals

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	DN TACOMA JCT. Jn	147.5		1.18PM		2.25PM	8.10PM	4.10AM
	I	0.7 DN RESERVATION Rn	146.8		1.14PM		2.20PM	8.05PM	4.05AM
		0.1 N. P. CROSSING	146.7						
		0.2 N. P. CROSSING	146.5						
		0.0 N. P. CROSSING	146.5						
		0.1 N. P. CROSSING	146.4						
		1.2 N. P. CROSSING	145.2						

Block Signals

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	NORTH PORTLAND JCT.	6.8		8.55AM		8.30AM	2.50PM	8.30PM
1,415	IYP	1.2 PENINSULA JCT.	5.6						
	IP	1.5 ST. JOHNS JCT.	4.1						
	P	2.5 ALBINA	1.6				8.00AM	2.30PM	8.00PM
	IP	1.0 EAST PORTLAND	0.6						
		0.3 UNITED RY. CROSSING	0.3						
	IP	0.3 PORTLAND	0.0		8.35AM				
		183.2		Daily	Daily	Daily	Daily Except Saturday	Saturday	Daily Except Saturday

Block Sig'ls

Block Signals

Thru Time		(0.14)	(5.45)	(0.10)	(8.00)
Average Speed per Hour		13.2	31.9	18.6	22.7
					(6.45) 26.4 (10.00) 18.2

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. 14 October 3, 1937 STATIONS	Distance from Centralia
2,179	WFOP	0.0	R TONO	8.0
2,373		5.8	5.8 WABASH	2.2
			2.2	

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

WFYOTP	8.0	DN-R CENTRALIA Cn	0.0
		(8.0)	

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. 14 October 3, 1937 STATIONS	Distance from Cosmopolis
1,759		0.0	VESTA	15.9
5,400		1.4	1.4 PRIMO	14.5
Spur		4.3	2.9 MIDSON	11.6
Spur		5.5	1.2 TARLTON	10.4
Spur		7.9	2.4 LYLE SPUR	8.0
Spur		8.6	0.7 ARCTIC	7.3
1,002	W M.P. 4.5	10.7	2.1 BRIDGES	5.2
6,107	WYOP	15.9	5.2 R COSMOPOLIS	0.0
			(15.9)	

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

WESTWARD — GRAYS HARBOR BRANCH — EASTWARD

Time-Table No. 14

October 3, 1937

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS 463 CM St.P&P Fast Frt. Daily Except Monday		SECOND CLASS 685 Freight Daily Except Sunday	FIRST CLASS 579 Motor Passenger Daily	Distance from Centralia	STATIONS	Distance from Hoquiam	FIRST CLASS 578 Motor Passenger	SECOND CLASS 682 Freight	SECOND CLASS 684 Freight	SECOND CLASS 462 CM St. P&P Fast Frt.
WFTYOP			1.45AM	3.15AM	0.0	DN-R CENTRALIA Cn	57.5	A 1.45AM	A12.05AM	A 7.30PM	
						2.4					

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

	IP		1.55AM	3.25AM	2.4	BLAKESLEE JUNCTION	55.1	1.30AM	11.55PM	7.15PM	
					2.4	0.0 N. P. CROSSING	55.1				
					2.4	0.0 C. M. ST. P. & P. CROSSING	55.1				
1,359	P		2.05	f 3.33	5.0	2.6 GALVIN	52.5	f 1.23	11.45	7.05	
2,285	P	2.43AM	2.25	f 3.48	12.2	7.2 Block Signals R HELSING JUNCTION	45.3	f 1.05	11.20	6.45	A 8.00PM
2,680	WP	2.55	2.30	s 3.55	13.7	1.5 Block Signals N INDEPENDENCE Nd	43.8	s 1.00	11.10	6.35	7.52
1,129	P	3.10	2.40	f 4.05	18.3	4.6 BALCH	39.2	f12.44	10.50	6.15	7.40
Spur					20.2	1.0 SPRUCETON	37.3				
2,718	P	3.25	2.50	f 4.12	22.2	2.0 CEDARVILLE	35.3	f12.36	10.35	6.05	7.30
2,687	P	3.35	3.00	f 4.19	26.3	4.1 LANKNER	31.2	f12.26	10.25	5.55	7.20
738		3.42	3.10	f 4.24	28.9	2.6 RONY	28.6	12.20	10.20	5.50	7.15
2,353	P	3.48	3.17	f 4.29	30.8	1.9 SAGINAW	26.7	f12.15	10.15	5.45	7.10
	I				31.5	0.7 SCHAFER BROS. CROSSING	26.0				
Spur	WP	3.55	3.25	f 4.34	32.5	1.0 SOUTH ELMA	25.0	f12.10	10.10	5.40	7.05
1,747	P	4.05	3.35	f 4.44	36.0	3.5 FULLER	21.5	f12.02AM	10.00	5.30	6.50
2,744	Y	4.30	3.55	f 4.59	42.3	D SOUTH MONTESANO Mo	15.2	f11.50PM	9.45	5.15	6.30
					42.3	D SOUTH MONTESANO Mo	15.2				
					43.8	1.5 MONTESANO	16.7				
2,744	Y	4.30	3.55	f 4.59	42.3	D SOUTH MONTESANO Mo	15.2	f11.50	9.45	5.15	6.30
1,523	P	4.36	4.00	f 5.04	43.8	1.5 MELBOURNE	13.7	f11.45	9.25	4.55	6.14
1,751		4.45	4.08	f 5.10	46.7	2.9 PREACHER'S SLOUGH	10.8	f11.35	9.15	4.45	5.50
1,294					48.8	2.1 BLUE SLOUGH	8.7				
6,107	WYOP	5.00	4.20	s 5.25	51.2	2.4 Block Signals COSMOPOLIS	6.3	s11.25	9.00	4.30	5.35
					53.3	2.1 N. P. CROSSING	4.2				
4,135	WIYOP	5.15AM	4.40AM	s 5.45AM	53.9	DN-R ABERDEEN Sa	3.6	s11.15PM	8.50PM	4.20PM	5.20PM
						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 5.00AM	A 6.00AM	57.5	DN-R HOQUIAM Ho (57.5)	0.0	11.00PM Daily	8.30PM Daily Ex. Sat. and Sun.	4.00PM Saturday	5.00PM Daily Except Sunday
	(3.02)		(3.15)	(2.45)		Thru Time		(2.45)	(3.35)	(3.40)	(3.00)
	14.9		17.6	20.9		Average Speed per Hour		20.9	16.1	15.7	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
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
John R. Nilsson	**Chief Surgeon**	**Omaha, Nebr.**	
Ralph M. Dodson	District Surgeon	Portland, Ore.	
Joseph M. Roberts	Assistant Surgeon	Portland, Ore.	Portland.
M. A. Sisson	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.
Ralph W. Isaac	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. Vandevert	Surgeon	Bend, Ore.	Ainsworth to Bend.
Reuter, Thompson, Coberth, Griffith & Taylor	Surgeons	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.
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.
Francis H. Brown	Surgeon	Seattle, Wash.	Seattle and Argo.
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. Teeters, 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.