



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. 29

Effective Monday,
February 15, 1943

At 12:01 A.M. Pacific Time

D. W. GIBSON

WORK SAFELY TODAY

FOR EMPLOYEES ONLY

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

WESTWARD

SECOND SUBDIVISION

Table with columns for Car Capacity, Second Class (159, 155, 177), First Class (17, 25, 1, 4), and Stations (LA GRANDE, PERRY, HILGARD, etc.). Includes Time-Table No. 29 for February 15, 1943.

Thru Time Average Speed per Hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 2 is superior to westward trains of the same class.—See Rule S-72.

*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.

SECOND SUBDIVISION

EASTWARD

Table with columns for Car Capacity, First Class (26, 2, 3, 18), Second Class (156, 158, 160), and Stations (LA GRANDE, PERRY, HILGARD, etc.). Includes Time-Table No. 29 for February 15, 1943.

Thru Time Average Speed per Hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 2 is superior to westward trains of the same class.—See Rule S-72.

*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.

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 29 February 15, 1943

Table with columns for Car Capacity, Time Freight, and Stations (BCJKO, PTW, 95, 94, 99, 14, 98, 100, 80, 54, 50, 74, Spur, BKOPT, WZ). Includes handwritten notes and time schedules for various stations.

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 2 is superior to westward trains of the same class.—See Rule S-72.
*Note.—No. 1 will run only on the following dates: Due to leave Bieth on the 6th, 12th, 18th, 24th and 30th, of each month.

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 29 February 15, 1943

Table with columns for Mile Post, Time Freight, and Stations (DN-R, RIETH, YL, N, BARNHART, CAMPBELL, NOLIN, ECHO, HI, STANFIELD, ND, HINKLE, UK, D, HERMISTON, MN, DN-R, UMATILLA, YL, CS, BAILEY, IRRIGON, JUDSON, WESTLAND, DN, ORDNANCE, RN, MUNLEY, CLARKE, DN, MESSNER, FC, BOARDMAN, PETERS, CASTLE, BOULDER, DN, HEPNER, JCT., WI, WILLOWS, SILICA, DN, ARLINGTON, YL, MX, GILMORE, BLALOCK, RAMSAY, DN, QUINTON, QN, HOOK, GOFF, DAY, RUFUS, GRANT, DN, BIGGS, BX, MILLER, CELILO, N OREGON TRUNK JCT., VO, DUNE, SEUFERT, DN-R, THE DALLES, YL, DL, WR). Includes handwritten notes and time schedules.

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 2 is superior to westward trains of the same class.—See Rule S-72.
*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.

WESTWARD

FIFTH SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 29 February 15, 1943

Car Capacity of Sidings, etc. See Rule 6(A).

Table with columns for Car Capacity, Time Freight, and STATIONS (PORTLAND, UNITED RY. CROSSING, EAST PORTLAND, ALBINA, ST. JOHNS JCT., PENINSULA JCT., DN NORTH PORTLAND JCT.).

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

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

Table with columns for Car Capacity, Time Freight, and STATIONS (N. P. CROSSING, RESERVATION, TACOMA JCT.).

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.

Table with columns for Car Capacity, Time Freight, and STATIONS (BLACK RIVER, C. M. St. P. & P. R. R. CROSSING, ARGO, N. P. CROSSING, G. N. CROSSING, SEATTLE).

Table with columns for Thru Time and Average Speed per Hour.

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 406 is superior to westward trains of the same class.—See Rule S-72.

*Note.—No. 405 will run only on the following dates: Due to leave Portland on the 6th, 12th, 18th, 24th and 30th of each month. The time of No. 405 and No. 406 must be cleared not less than five minutes by first class trains...

FIFTH SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 29 February 15, 1943

Car Capacity of Sidings, etc. See Rule 6(A).

Table with columns for Car Capacity, Time Freight, and STATIONS (PORTLAND, UNITED RY. CROSSING, EAST PORTLAND, ALBINA, ST. JOHNS JCT., PENINSULA JCT., DN NORTH PORTLAND JCT.).

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

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

Table with columns for Car Capacity, Time Freight, and STATIONS (N. P. CROSSING, RESERVATION, TACOMA JCT.).

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.

Table with columns for Car Capacity, Time Freight, and STATIONS (BLACK RIVER, C. M. St. P. & P. C. CROSSING, ARGO, N. P. CROSSING, G. N. CROSSING, SEATTLE).

Table with columns for Thru Time and Average Speed per Hour.

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 406 is superior to westward trains of the same class.—See Rule S-72.

*Note.—No. 406 will run only on the following dates: Due to leave Seattle on the 1st, 7th, 13th, 19th and 25th of each month. The time of No. 405 and No. 406 must be cleared not less than five minutes by first class trains...

WESTWARD

JOSEPH BRANCH

EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A). | SECOND CLASS | | | Time-Table No. 29 February 15, 1943 | Mile Post | SECOND CLASS | | |
|--|--------------|--|-------------------------------------|--|-----------|--------------|--|---------------------|
| | | | 305 Mixed Daily Except Sunday | | | 304 Mixed | | |
| 28 OWY | | | 11.45AM | D-R JOSEPH YL J | 83.8 | A10.15AM | | |
| 22 | | | s12.30PM | D ENTERPRISE YL RS | 78.8 | s10.00 | | |
| 39 | | | s12.53 | LOSTINE | 67.8 | s 9.07 | | |
| 27 WY | | | s 1.10 | D WALLOWA YL WO | 60.0 | s 8.50 | | |
| Spur | | | | SEVIER | 56.7 | | | |
| 21 | | | f 1.22 | WADE | 54.1 | f 8.30 | | |
| 12 (W.M.P. 49.0) | | | s 1.42 | MINAM | 47.1 | s 8.10 | | |
| Spur | | | f 1.58 | VINCENT | 40.6 | f 7.54 | | |
| 7 | | | | RONDOWA | 37.2 | | | |
| 40 (W.M.P. 32.6) | | | f 2.15 | LOOKING GLASS | 33.8 | f 7.37 | | |
| 32 | | | f 2.37 | GULLING | 25.1 | f 7.15 | | |
| 35 WY | | | s 2.50 | D ELGIN YL GN | 20.9 | s 7.05 | | |
| 18 | | | s 3.15 | D IMBLER BR | 12.8 | s 6.32 | | |
| 20 | | | f 3.25 | ALICEL | 8.4 | f 6.22 | | |
| 6 | | | f | CONLEY | 5.9 | f | | |
| 12 | | | f 3.40 | ISLAND CITY | 2.6 | f 6.10 | | |
| BCJKOP TWYZ | | | A 4.00PM | DN-R LA GRANDE Dispr Q YL RA | 0.0 | 6.00AM | | |
| | | | | (83.8) | | | | Daily Except Sunday |

(4.15) Thru Time (4.15)
19.7 Average Speed per Hour 19.7

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

| WESTWARD | | PILOT ROCK BRANCH | | EASTWARD | | |
|--|--|-------------------|-------|-----------|--|--|
| Car Capacity of Sidings, etc. See Rule 6(A). | Time-Table No. 29 February 15, 1943 | | | Mile Post | | |
| | | | | | | |
| BCJKOP TW | DN-R | RIETH | YL N | 0.0 | | |
| Spur | | McBEE | | 2.8 | | |
| 22 | | SPARKS | | 6.7 | | |
| Spur | | LENS | | 11.2 | | |
| 18 TW | D | PILOT ROCK | YL RO | 14.9 | | |
| | | | | (14.9) | | |

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

WESTWARD

HEPPNER BRANCH

EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A). | SECOND CLASS | | | Time-Table No. 29 February 15, 1943 | Mile Post | SECOND CLASS | | |
|--|--------------|--|--|--|-----------|----------------------|--------------|--|
| | | | 329 Mixed Monday, Wednesday and Friday | | | 330 Mixed | 318 Mixed | |
| 39 BKOPT WY | | | 7.00AM | D-R HEPPNER YL HR | 45.2 | A 2.15PM | A 2.15AM | |
| 19 P | | | 7.20 | LEXINGTON | 36.3 | 1.35 | 1.35 | |
| 7 | | | 7.35 | JORDAN | 31.0 | 1.10 | 1.10 | |
| 15 PW | | | 7.55 | IONE ON | 28.3 | 12.55 | 12.55 | |
| | | | 8.10 | McNAB | 25.2 | 12.35 | 12.35 | |
| 13 | | | 8.30 | MORGAN | 19.8 | 12.20 | 12.20 | |
| 3 W | | | 8.55 | CECIL | 14.5 | 12.01PM | 12.01AM | |
| 19 JP | | | A 9.45AM | N-R HEPPNER JCT. YL WI | 0.0 | 11.20AM | 11.20PM | |
| | | | | (45.2) | | Tuesday and Thursday | Saturday | |

(2.45) Thru Time (2.55)
16.4 Average Speed per Hour 15.5 15.5

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

WESTWARD

CONDON BRANCH

EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A). | SECOND CLASS | | | Time-Table No. 29 February 15, 1943 | Mile Post | SECOND CLASS | | |
|--|--------------|--|--------------------------|--|----------------------|--------------------------------------|------------------------------|--|
| | | | 317 Mixed Saturday | | | 327 Mixed Tuesday and Thursday | 328 Mixed | |
| 26 BKOPV WY | | | 7.00PM | 7.00AM | D-R CONDON YL CD | 44.5 | A 2.15PM | |
| 22 | | | 7.25 | 7.25 | GWENDOLEN | 36.3 | 1.30 | |
| 27 | | | 7.45 | 7.45 | SPEECE | 32.3 | 1.10 | |
| 26 | | | 8.00 | 7.59 | CLEM | 28.6 | 12.50 | |
| 29 PW | | | 8.20 | 8.20 | MIKKALO | 24.4 | 12.30 | |
| 27 | | | 8.40 | 8.40 | BARNETT | 19.7 | 12.10PM | |
| 11 PW | | | 9.00 | 9.00 | ROCK CREEK | 16.0 | 11.55AM | |
| 29 | | | 9.30 | 9.30 | SHUTLER | 7.3 | 11.25 | |
| WB 126 JOPTW EB 118 | | | A10.00PM | A10.00AM | DN-R ARLINGTON YL MX | 0.0 | 11.00AM | |
| | | | | | (44.5) | | Monday, Wednesday and Friday | |

(3.00) Thru Time (3.15)
14.8 Average Speed per Hour 13.7

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

| WESTWARD | | SHANIKO BRANCH | | | EASTWARD | |
|---|-----------|--|--|-------------------|-----------|--|
| Car Capacity of Siding, etc. See Rule 6(A). | | Time-Table No. 29 February 15, 1943 | | | Mile Post | |
| | | STATIONS | | | | |
| 26 | BKPW Y | | | D-R SHANIKO YL SH | 69.7 | |
| | | | | 6.7 KELSEY | 63.0 | |
| 8 | | | | 5.9 WILCOX | 57.1 | |
| 14 | | | | 4.6 KENT | 52.5 | |
| 8 | | | | 6.7 BOURBON | 45.8 | |
| 28 | PTW | | | D GRASS VALLEY VY | 38.5 | |
| Spur | | | | 7.2 ERSKINE | 31.3 | |
| 25 | | | | D MORO MR | 27.0 | |
| 12 | | | | 4.3 DE MOSS | 23.9 | |
| Spur | | | | 3.9 NISH | 20.0 | |
| Spur | | | | 0.8 HAY CANYON | 19.2 | |
| Spur | | | | 3.6 SANDON | 15.6 | |
| 16 | | | | 1.4 KLONDIKE | 14.2 | |
| 32 | PW | | | D WASCO WA | 9.7 | |
| 6 | | | | 4.5 THORNBERRY | 5.2 | |
| 80 | JPY | | | DN-R BIGGS YL BX | 0.0 | |

..... Thru Time
..... Average Speed per Hour.....

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

| WESTWARD | | BEND BRANCH | | | EASTWARD | | | |
|---|--|-------------------------|--------------|--|----------|-----------|--------------|--|
| Car Capacity of Siding, etc. See Rule 6(A). | | SECOND CLASS | | Time-Table No. 29 February 15, 1943 | | Mile Post | SECOND CLASS | |
| | | 313 Mixed | 315 Mixed | STATIONS | | | 314 Mixed | |
| | | Daily Ex. Sat. and Mon. | Saturday | DN-R BEND YL ND | 150.0 | A 7:35AM | | |

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

| | | | | | | | | |
|-----|--|----------|----------|----------------------------|-----|------------------|--|--|
| JPV | | A 8:25AM | A 7:30PM | N OREGON TRUNK JUNCTION VO | 0.0 | 12:44AM | | |
| | | | | (150.0) | | Daily Ex. Sunday | | |

(8.24) (7.00) Thru Time (6.51)
17.8 21.4 Average Speed per Hour..... 21.9

BEND BRANCH SHOWN FOR INFORMATION ONLY.

| WESTWARD | | GRAYS HARBOR BRANCH | | | EASTWARD | | | |
|---|----------------|---------------------|-------------------------------|--|----------|-----------|-------------------------------|--------------|
| Car Capacity of Siding, etc. See Rule 6(A). | | SECOND CLASS | | Time-Table No. 29 February 15, 1943 | | Mile Post | SECOND CLASS | |
| | | 685 Mixed | 463 CMS. P.&P Fast Frt. | STATIONS | | | 462 CMS. P.&P Fast Frt. | 682 Mixed |
| | | Daily | Daily Except Monday | DN-R CENTRALIA YL CN | 0.0 | | | |
| | BJKOP TVWYZ | 3:15AM | | 2.4 | | A 1:15AM | | |

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

| | | | | | | | | |
|------|-------|----------|--------|--------------------------------|------|----------|-----------|--|
| JMPV | | 3:25AM | | BLAKESLEE JUNCTION | 2.4 | | 1:00AM | |
| M | | | | 0.0 N. P. CROSSING | 2.4 | | | |
| M | | | | 0.0 C. M. St. P. & P. CROSSING | 2.4 | | | |
| | | | | 0.2 RAISCH | 2.6 | | | |
| 23 | P | f 3:35 | | 2.4 GALVIN | 5.0 | f 12:43 | | |
| 43 | JPV | f 3:55 | 2:43AM | 7.2 R HELSING JUNCTION YL | 12.2 | A 8:00PM | f 12:20 | |
| 48 | PW | s 4:00 | 2:55 | 1.5 N INDEPENDENCE YL ND | 13.7 | 7:52 | s 12:15 | |
| 18 | P | f 4:10 | 3:10 | 4.6 BALCH | 18.3 | 7:40 | f 12:01AM | |
| 52 | P | f 4:25 | 3:25 | 3.9 CEDARVILLE | 22.2 | 7:30 | f 11:45PM | |
| 51 | P | f 4:35 | 3:35 | 4.1 LANKNER | 26.3 | 7:20 | f 11:35 | |
| 10 | | f 4:43 | 3:42 | 2.6 RONY | 28.9 | 7:15 | f 11:25 | |
| 44 | P | f 4:50 | 3:48 | 1.9 SAGINAW | 30.8 | 7:10 | f 11:20 | |
| | M | | | 0.7 SCHAFFER BROS. CROSSING | 31.5 | | | |
| Spur | PW | f 5:00 | 3:55 | 1.0 SOUTH ELMA YL | 32.5 | 7:05 | f 11:15 | |
| 31 | P | f 5:10 | 4:05 | 3.5 FULLER | 36.0 | 6:50 | f 11:05 | |
| 53 | PY | f 5:40 | 4:30 | 6.3 SOUTH MONTESANO YL | 42.3 | 6:30 | f 10:50 | |
| | | | | SOUTH MONTESANO | 42.3 | | | |
| | PV | | | 1.5 MONTESANO YL MO | 43.8 | | | |
| 53 | PY | f 5:40 | 4:30 | SOUTH MONTESANO YL | 42.3 | 6:30 | f 10:50 | |
| 27 | P | f 5:52 | 4:36 | 1.5 MELBOURNE | 43.8 | 6:14 | f 10:30 | |
| 32 | PV | f 6:00 | 4:45 | 2.9 PREACHER'S SLOUGH | 46.7 | 5:50 | f 10:20 | |
| 83 | JPWY | s 6:15 | 5:00 | 4.5 COSMOPOLIS YL | 51.2 | 5:35 | s 10:05 | |
| | | | | 2.1 N. P. CROSSING | 53.3 | | | |
| 82 | BKPVZ | s 6:45AM | 5:15AM | 0.6 DN-R ABERDEEN YL SA | 53.9 | 5:20PM | s 9:45PM | |

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

| | | | | | | | | |
|--------------|--|----------|----------|-----------------|------|---------------------|--------|--|
| BKOPT WYZ | | A 7:15AM | A 5:45AM | DN-R HOQUIAM HO | 57.5 | 5:00PM | 9:15PM | |
| | | | | (57.5) | | Daily Except Sunday | Daily | |

(4.00) (3.02) Thru Time (3.00) (4.00)
14.3 14.9 Average Speed per Hour..... 15.1 14.3

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

| WESTWARD | | TONO BRANCH | | EASTWARD | |
|--|----------|-------------------|----------------------|-----------|--|
| Car Capacity of Sidings, etc. See Rule 6(A). | | Time Table No. 29 | | Mile Post | |
| | | February 15, 1943 | | | |
| | STATIONS | | | | |
| 39 PWZ | | R | TONO YL | 8.0 | |
| 27 J | | | 5.8 WABASH YL | 2.2 | |
| BETWEEN WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RY. | | | | | |
| BKOPT VWYZ | | | DN-R CENTRALIA YL CN | 0.0 | |
| | | | (8.0) | | |

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

| WESTWARD | | OLYMPIA BRANCH | | EASTWARD | | |
|--|--------------|----------------|-------------------|-----------------------|----------------|----------|
| Car Capacity of Sidings, etc. See Rule 6(A). | SECOND CLASS | | Time-Table No. 29 | | SECOND CLASS | |
| | | 321 Freight | February 15, 1943 | | 322 Freight | |
| | | Daily | STATIONS | | | |
| JPVY | | 6.00AM | R | EAST OLYMPIA YL MA | 0.0 | A 5.50AM |
| | | | | 7.3 N. P. CROSSING | 0.1 | |
| BKPV WYZ | | A 6.20AM | D-R | OLYMPIA YL OA | 7.4 | 5.30AM |
| | | | | (7.4) | | Daily |

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

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

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..... Grows Jewelry Store
La Grande..... J. H. Peare and Son
Pendleton..... O. W. Cheadle
Hermiston..... A. W. Behrman
The Dalles..... Norman E. Potter
Portland..... N. L. Nielson
Portland..... Roy & Molin

Portland..... Dillon Rogers
Centralia..... C. R. Ahern
Tacoma..... S. Grimstead
Seattle..... Benn Tipp
Heppner..... J. O. Peterson
Hoquiam..... Kneipps Jewelry Co.
Aberdeen..... Wiitamaki Jewelry Co.
Olympia..... Talbntt Bros., Inc.

Standard clocks are located as shown below:

Huntington..... Round House
Huntington..... Yard Telegraph Office
Huntington..... Dept 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
Shaniko..... Telegraph Office
The Dalles..... "DK" Telegraph Office

The Dalles..... "WH" Telegraph Office
Hood River..... Telegraph Office
Troutdale..... 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
Tacoma..... Yard Office
Argo..... Yard Office
Seattle (Joint)..... Union Station 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, Oregon. | Portland. |
| Kenneth C. Brown..... | Assistant Surgeon..... | Portland, Ore..... | East Portland south of Sullivan's Gulch. |
| Paul E. Shiningier..... | 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..... | Baker to Huntington. |
| S. R. Gillespie..... | Surgeon..... | Huntington, Ore..... | La Grande to Huntington. |
| C. G. Patterson..... | Surgeon..... | Baker, Ore..... | La Grande to Huntington. |
| T. J. Higgins..... | Surgeon..... | Baker, Ore..... | Elgin to Joseph. |
| C. T. Hockett..... | Surgeon..... | Enterprise, Ore..... | Pendleton to Baker—La Grande to Elgin. |
| C. L. Gilstrap..... | Surgeon..... | La Grande, Ore..... | Pendleton to Baker—La Grande to Elgin. |
| John B. Gregory..... | Surgeon..... | La Grande, Ore..... | La Grande. |
| Lee B. Bouvy..... | Specialist..... | La Grande, Ore..... | Umatilla to Pendleton. |
| J. P. Brennan..... | Surgeon..... | Pendleton, Ore..... | Umatilla to Pendleton. |
| E. S. Morgan..... | Surgeon..... | Pendleton, Ore..... | Boardman to Stanfield. |
| F. B. Belt..... | Surgeon..... | Hermiston, Ore..... | Heppner Jet. to Heppner. |
| A. D. McMurdo..... | Surgeon..... | Heppner, Ore..... | The Dalles to Umatilla and Arlington to Condon. |
| J. V. Wilhelm..... | Surgeon..... | Arlington, Ore..... | Arlington to Condon. |
| G. G. Gaunt..... | Surgeon..... | Condon, Ore..... | Biggs to Shaniko. |
| C. L. Poley..... | Surgeon..... | Moro, Ore..... | Oregon Trunk Junction to Bend. |
| J. C. Vandervert..... | Surgeon..... | Bend, Ore..... | |
| Reuter, Thompson, Coberth, Griffith & Smith..... | Surgeon..... | The Dalles, Ore..... | Hood River to Umatilla. |
| I. John Scovis..... | Specialist..... | 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. |
| Elmer L. Barr..... | Surgeon..... | Centralia, Wash..... | Centralia to South Montesano; Winlock to Tenino. |
| J. E. Toothaker..... | Surgeon..... | Centralia, Wash..... | Centralia to South Montesano; Winlock to Tenino. |
| I. R. Watkins..... | Surgeon..... | Aberdeen, Wash..... | Cosmopolis to Aberdeen. |
| J. F. McDonald..... | Surgeon..... | Hoquiam, Wash..... | Centralia to Hoquiam. |
| Ross D. Wright..... | Surgeon..... | Tacoma, Wash..... | Tenino to Auburn. |
| L. Fred Hundy..... | Surgeon..... | Seattle, Wash..... | Tacoma to Seattle. |
| Francis H. Brown..... | Surgeon..... | Seattle, Wash..... | Seattle and Argo. |
| S. M. Samuels..... | Specialist..... | Seattle, Wash..... | Portland to Seattle. |