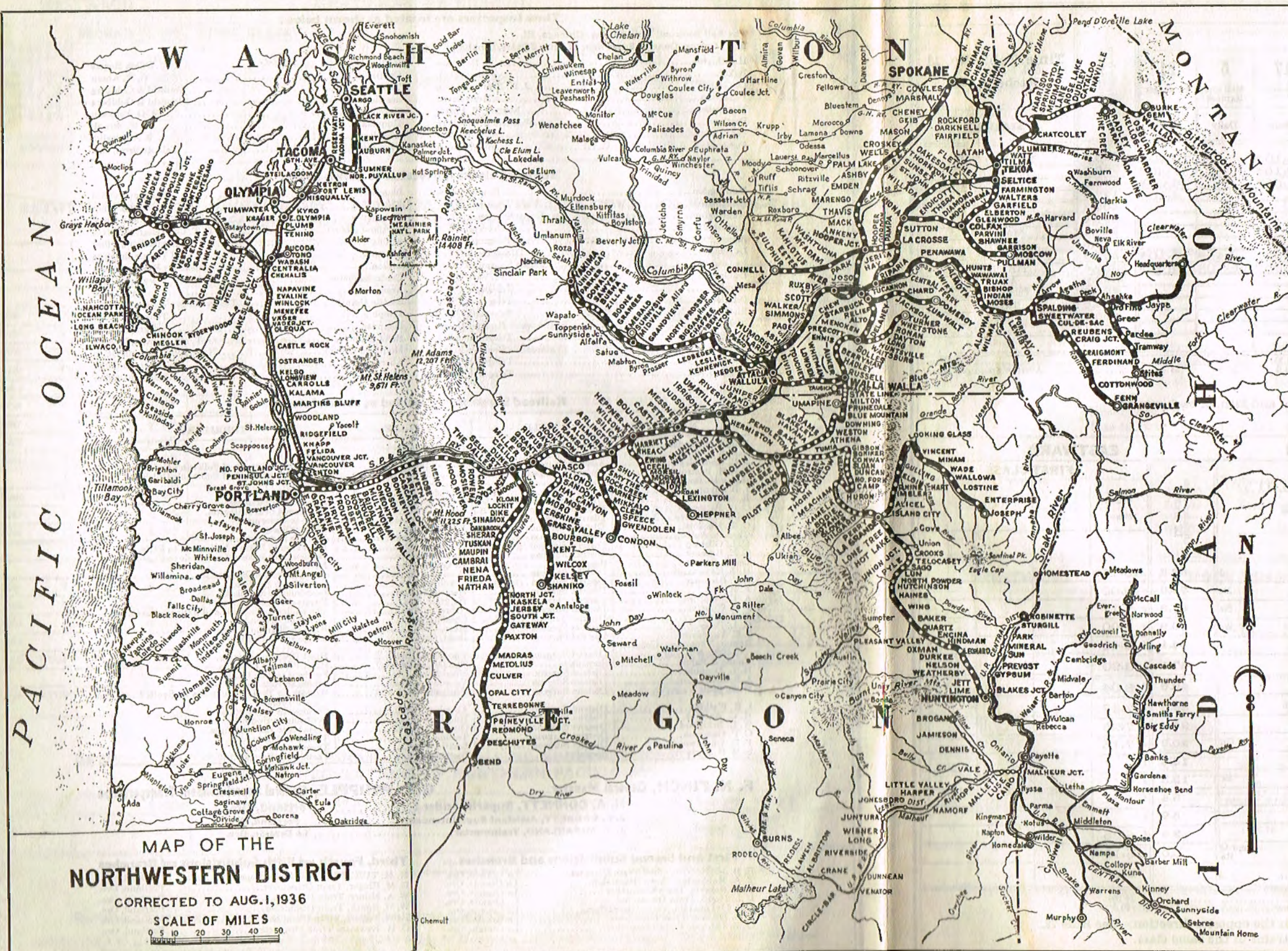




UNION PACIFIC RAILROAD COMPANY

Northwestern District



Oregon Division

TIME-TABLE No. 11

Effective Friday,
October 9, 1936

At 12:01 A. M. Pacific Time



FOR EMPLOYEES ONLY

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

WESTWARD			FIRST SUBDIVISION										
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS			FIRST CLASS			Distance from Huntington	Time-Table No. 11					
			255			1		17	21	October 9, 1936			
			Time Freight			STREAMLINER PASSENGER		Passenger	Passenger				
			Daily			SEE NOTE BELOW		Daily	Daily				
WFTYOP			4.15AM			11.32PM	6.10PM	10.40AM	0.0	DN-R HUNTINGTON Hu			
3,712	P		4.30			11.41	6.19	10.50	4.8	Block Signals	D	LIME	By
3,749	P		4.40			11.48	6.23	10.55	8.8			JETT	
3,711	WP		4.55			11.53PM	6.28	11.01	12.2			WEATHERBY	
3,712	P		5.07			12.02AM	6.36	11.09	17.1			NELSON	
WB 3,707 EB 3,708	WYP		5.15			12.06	6.42	11.15	20.6		DN	DURKEE	Du
3,712	P		5.25			12.11	6.47	11.20	24.2			LEONARD	
3,712	P		5.35			12.18	6.55	11.28	27.7			OXMAN	
3,716 {W M.P.} P 359.4			5.45			12.25	7.02	11.34	30.8			HINDMAN	
WB 3,725 EB 3,112	WFYP		5.55			12.32	7.11	11.39	34.0		D	PLEASANT VALLEY	
3,964	YP		6.05			12.37	7.17	11.46	37.6			ENCINA	
3,240	P		6.18			12.44	7.24	11.53AM	41.9	Block Signals		QUARTZ	
WB 9,021 EB 3,122	WFYOP		6.30			12.52	7.35	12.06PM	47.7		DN	BAKER	Bc
3,729	P		6.38			12.57	7.44	12.12	52.2			WING	
3,324	P		6.56			1.02	7.54	12.20	58.1		D	HAINES	Kb
3,696	P		7.12			1.06	8.05	12.27	62.8			HUTCHINSON	
WB 4,047 EB 3,710	WP		7.22			1.10	8.12	12.34	67.4		D	NORTH POWDER	Hd
3,706	P		7.30			1.13	8.17	12.38	70.4			LUN	
3,719	P		7.40			1.17	8.23	12.44	74.1			SAGO	
WB 3,708 EB 3,733	WFYP		7.49			1.21	8.28	12.49	78.9		DN	TELOCASET	Wk
4,029	P		8.00			1.28	8.34	12.55	80.9			CROOKS	
3,714	P		8.10			1.34	8.40	1.01	84.2	Block Signals		PYLE	
3,504	WYP		8.20			1.40	8.45	1.06	87.1		D	UNION JCT.	Un
3,817	P		8.30			1.43	8.50	1.14	90.7			HOT LAKE	
3,713	P		8.40			1.46	8.55	1.19	94.5			LONETREE	
WFTYOP		A 9.00AM			A 1.53AM	A 9.05PM	A 1.29PM	99.5	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 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	
Time-Table No. 11											
October 9, 1936											
STATIONS											
DN-R HUNTINGTON Hu										389.4	
D LIME By										384.6	
JETT										380.8	
WEATHERBY										377.2	
NELSON										372.3	
DN DURKEE Du										368.8	
LEONARD										365.2	
OXMAN										361.7	
HINDMAN										358.6	
D PLEASANT VALLEY										355.4	
ENCINA										351.8	
QUARTZ										347.5	
DN BAKER Be										341.7	
WING										337.2	
D HAINES Kb										331.3	
HUTCHINSON										326.6	
D NORTH POWDER Hd										322.0	
LUN										319.0	
SAGO										315.3	
DN TELOCASET Wk										312.5	
CROOKS										308.5	
PYLE										305.2	
D UNION JCT. Un										302.3	
HOT LAKE										298.7	
LONETREE										294.9	
DN-R LA GRANDE Dispr Q Ra										289.9	
(99.5)											

FIRST CLASS			SECOND CLASS		
18	14	2			260
Passenger	Mixed	STRAHLINER PASSENGER			Time Freight
A 8.45AM	A 8.10PM	A 12.23AM			A 6.30AM
8.30	f 7.55	12.12			5.50
8.23	7.47	12.07			5.25
8.17	7.40	12.01AM			4.55
8.10	7.31	11.52PM			4.00
8.05	f 7.25	11.47			3.30
7.59	7.18	11.42			2.50
7.52	7.10	11.36			2.20
7.45	7.02	11.30			1.55
7.38	6.50	11.23			1.35
7.32	6.43	11.17			12.37AM
7.24	6.33	11.10			11.55PM
s 7.15	s 6.23	11.03			11.30
7.03	6.12	10.58			10.58
6.56	f 6.04	10.54			10.20
6.50	5.57	10.50			10.05
6.44	f 5.50	10.46			9.50
6.40	5.45	10.43			9.40
6.35	5.40	10.36			9.25
6.31	f 5.35	10.32			9.15
6.24	5.28	10.26			8.55
6.17	5.23	10.19			8.40
6.11	s 5.18	10.14			8.10
6.06	f 5.13	10.11			7.55
6.01	5.08	10.08			7.45
5.55AM	5.00PM	10.02PM			7.30PM
Daily	Daily	SEE ★ NOTE BELOW			Daily

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

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

No. 18 will stop on flag at any station for revenue passengers when destined Cheyenne and beyond.

WESTWARD

SECOND SUBDIVISION

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			FIRST CLASS					Distance from Huntington	Time-Table No. 11		
			255 Time Freight		62 Passenger	17 Passenger	21 Passenger	1 STREAMLINER PASSENGER		October 9, 1936		
			Daily		Daily	Daily	Daily	SEE ★ NOTE BELOW		STATIONS		
WFTYOP			10.00AM			9.15PM	1.35PM	1.53AM	99.5	DN-R	LA GRANDE	Dispr Q Ra
3,707 P			10.10			9.22	1.42	2.00	103.6		PERRY	
WB 3,694 WYP			10.20			9.28	1.48	2.05	107.5	D	HILGARD	Dy
EB 3,694			10.30			9.40	1.56	2.13	111.2		GLOVER	
3,691 P			10.40			9.45	2.02	2.19	113.5		MOTANIC	
3,715 P			10.50			9.51	2.08	2.25	115.6		BODIE	
3,985 {W M.P. 275.1} P			10.55			9.55	2.12	2.29	117.5		EAST END DOUBLE TRACK	
			11.10			9.58	2.14	2.32	118.4	DN	KAMELA	8 } Double Track
C 3,702 WFYP			11.20			10.04	2.19	2.37	121.3		WEST END DOUBLE TRACK	
			11.40			10.11	2.25	2.43	124.6	DN	MEACHAM	Mh
WB 5,317 WP			11.53AM			10.19	2.33	2.52	128.8		PORTER	
EB 3,702			12.13PM			10.25	2.39	2.58	132.0		HURON	
3,702 P			12.25			10.31	2.43	3.04	135.7		CAMP	
4,256 WP			12.30			10.35	2.46	3.08	137.9		NORTH FORK	
4,483 WP			12.40			10.40	2.52	3.13	141.3	DN	DUNCAN	Nf
3,731 FP			12.48			10.45	2.56	3.18	144.2		SLOAN	
WB 3,734 WYP			12.54			10.50	3.01	3.22	147.3		CONWAY	
EB 3,718			12.59			10.55	3.05	3.26	150.0		BONIFER	
3,713 P			1.04			11.00	3.10	3.30	152.4	D	GIBBON	Gi
3,697 P			1.09			11.05	3.16	3.34	155.0		TUMIA	
5,271 P			1.14			11.09	3.21	3.37	157.4		THORN HOLLOW	
WB 3,718 WYP			1.18			11.13	3.25	3.40	160.0		HOMLY	
EB 4,397			1.22			11.17	3.30	3.44	162.4		CAYUSE	
4,900 P			1.26			11.21	3.34	3.46	164.8		MINTHORN	
3,695 P			1.32			11.27	3.40	3.51	168.6		MISSION	
4,908 P			1.36			11.31	3.43	3.53	170.8		MUNRA	
3,700 WP			1.45		12.13AM	11.40	3.55	3.58	173.8	DN	PENDLETON	Fd
3,713 P			1.56PM		12.23AM	11.56PM	4.00	4.03	177.5	DN-R	RIETH	N
3,710 P			2.00PM		12.23AM	12.06AM	4.10PM					
4,924 P												
3,522 WYOP												
WFTP												

Block Signals	DN-R	LA GRANDE	4.1		
		PERRY	3.9		
	D	HILGARD	3.7		Dy
		GLOVER	2.3		
		MOTANIC	2.1		
		BODIE	1.9		
		EAST END DOUBLE TRACK	0.9		
	DN	KAMELA	2.9		
		WEST END DOUBLE TRACK	3.2		
	DN	MEACHAM	4.3		Mh
		PORTER	3.2		
		HURON	3.7		
Block Signals		CAMP	2.2		
		NORTH FORK	3.4		
	DN	DUNCAN	2.9		Nf
		SLOAN	3.1		
		CONWAY	2.7		
		BONIFER	2.4		
	D	GIBBON	2.6		Gi
		TUMIA	2.4		
		THORN HOLLOW	2.6		
		HOMLY	2.4		
		CAYUSE	2.4		
		MINTHORN	3.8		
Block Signals		MISSION	2.2		
		MUNRA	3.0		
	DN	PENDLETON	3.7		Fd
	DN-R	RIETH			N
		(78.0)			

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

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

★Note.—No. 1 will run only on the following dates:

Due to leave La Grande on the 6th, 12th, 18th, 24th and 30th, of each month.

The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

For movement of Washington Division trains between junction and passenger station at Pendleton, see Special Rule 98 (S).

Nos. 17 and 21 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.

SECOND SUBDIVISION

EASTWARD

Length of sidings in feet and location of water, fuel, ice, telegraph, telephones, scales and telephones.	Time-Table No. 11										Distance from Portland	FIRST CLASS				SECOND CLASS	
	October 9, 1936											18	61	14	2	260	
	STATIONS										Passenger	Passenger	Mixed	STREAMLINER PASSENGER	Time Freight		
WFTYOP	DN-R	LA GRANDE	Dispr Q Ra	289.9	A	5.45AM		A	4.50PM	A	10.02PM	A	6.30PM				
3,707 P		4.1 PERRY		286.8		5.33			4.35		9.54		6.10				
WB 3,694 WYP	D	3.9 HILGARD	Dy	281.9		5.26		f	4.28		9.47		5.58				
EB 3,694		3.7 GLOVER		278.2		5.18			4.20		9.40		5.44				
3,691 P		2.3 MOTANIC		275.9		5.13			4.15		9.35		5.24				
3,715 P		2.1 BODIE		273.8		5.09			4.11		9.31		5.11				
3,985 {W M.P. 275.1} P		1.9 EAST END DOUBLE TRACK		271.9		5.05			4.07		9.27		4.44				
	DN	0.9 KAMELA	S	271.0		5.02		f	4.05		9.25		4.38				
C 3,702 WFYP		2.9 WEST END DOUBLE TRACK		268.1		4.55			3.55		9.18		4.15				
	DN	3.2 MEACHAM	Mh	264.9		4.49		f	3.49		9.12		4.00				
WB 5,317 WP		4.3 PORTER		260.6		4.39			3.39		9.02		3.39				
EB 3,702		3.2 HURON		257.4		4.32			3.32		8.53		3.15				
3,702 P		3.7 CAMP		253.7		4.26			3.26		8.47		3.05				
4,256 WP		2.2 NORTH FORK		251.5		4.22			3.22		8.43		2.46				
4,483 WP	DN	3.4 DUNCAN	Nf	248.1		4.17		f	3.17		8.38		2.30				
3,731 FP		2.9 SLOAN		245.2		4.13			3.13		8.33		2.20				
WB 3,734 WYP		3.1 CONWAY		242.1		4.08			3.08		8.28		2.10				
EB 3,718		2.7 BONIFER		239.4		4.04			3.05		8.23		2.02				
3,713 P	D	2.4 GIBBON	Gi	237.0		4.00		f	3.00		8.20		1.56				
3,697 P		2.6 TUMIA		234.4		3.56			2.56		8.17		1.38				
5,271 P		2.4 THORN HOLLOW		232.0		3.53		f	2.53		8.14		1.29				
WB 3,718 WYP		2.6 HOMLY		229.4		3.49			2.49		8.10		1.18				
EB 4,397		2.4 CAYUSE		227.0		3.44		f	2.44		8.06		1.00				
4,900 P		2.4 MINTHORN		224.6		3.41			2.41		8.04		12.54				
3,695 P		3.8 MISSION		220.8		3.37			2.37		8.00		12.44				
4,908 P		2.2 MUNRA		218.6		3.34			2.34		7.56		12.38				
3,700 WP	DN	3.0 PENDLETON	Fd	215.6		3.30		s	2.30		7.51		12.23				
3,713 P	DN-R	3.7 RIETH	N	211.9		2.55AM		A	3.20AM		7.45PM		12.05PM				
3,710 P		(78.0)															
4,924 P																	
3,522 WYOP																	
WFTP																	
						Daily		Daily		Daily		SEE NOTE BELOW		Daily			

W. B.—Westward Siding.	(2.50)	(0.10)	(2.45)	(2.17)	(0.25)
E. B.—Eastward Siding.	27.5	22.2	28.4	34.2	12.2
C.—Center Siding.					

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

★Note.—No. 2 will run only on the following dates:

Due to leave Rieth on the 1st, 7th, 13th, 19th and 25th, of each month.

The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

For movement of Washington Division trains between junction and passenger station at Pendleton, see Special Rule 98 (S).

No. 18 will stop on flag at any station for revenue passengers when destined Cheyenne or beyond.

WESTWARD

THIRD SUBDIVISION

Time-Table No. 11
October 9, 1936

STATIONS

DN-R RIETH N
BARNHART
CAMPBELL
YOAKUM
NOLIN
ECHO Hi
STANFIELD Nd
DN HINKLE Uk

DN HINKLE Uk
D HERMISTON Mn
DN-R UMATILLA Cs
BAILEY
IRRIGON
JUDSON
DN MESSNER Fo

WESTLAND
MUNLEY
CLARKE
DN MESSNER Fo
D BOARDMAN Bd

PETERS
CASTLE
BOULDER
N HEPPNER JCT. Wi
WILLOWS
SILICA
DN ARLINGTON Mx

GILMORE
BLALOCK
RAMSAY
QUINTON
HOOK
GOFF
DAY
RUFUS
GRANT
DN BIGGS Bx

MILLER
CELLO
N OREGON TRUNK JCT. Vo
DILLON
DUNE
BIG EDDY
SEUFERT
DN-R THE DALLES Dk-Wh

127.8

127.8

127.8

127.8

127.8

127.8

127.8

127.8

127.8

SECOND CLASS

FIRST CLASS

Distance from
Huntington

329	259	251	255	11	21	1	62	17	
Mixed	Time Freight	Time Freight	Time Freight	Passenger	Passenger	STREAMLINER PASSENGER	Passenger	Passenger	
Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	SEE ★ NOTE BELOW	Daily	Daily	
WFTP	12 23	2:45 PM	5:00 PM	4:10 PM	4:03 AM	12:23 AM	12:06 AM	177.5	
4,609 P	2:58	5:07	4:15	4:07	12:29	12:11	181.1		
4,727 P	3:06	5:15	4:21	4:12	12:35	12:17	186.0		
650	12 39						187.8		
4,716 P	12 39	3:12	5:23	4:27	4:17	12:42	12:24	190.8	
4,698 WP	12 49	3:20	5:33	4:35	4:24	12:50	12:32	197.4	
4,706 P	12 54	3:25	5:39	4:40	4:27	12:57	12:37	200.7	
P	1 00	3:32	5:46	4:46	4:31	1:05	12:43	205.3	
P		3:32						205.3	
4,703 P	1 08	3:40						209.3	
WFTYP	1 20	A 4:00 PM	12:01 PM	2:25 AM		A 1:30 AM		215.8	
3,110 P			12:15	2:31				220.0	
3,200 P			12:25	2:36				223.2	
3,200 P			12:35	2:42				226.9	
4,980 WFTYP			12:50	2:50				233.2	
4,930 P		VIA UMATILLA	5:52	VIA UMATILLA	4:50	4:34	12:47	208.7	
4,901 WP			6:00		4:55	4:38	12:52	213.6	
4,905 P			6:09		5:01	4:42	12:58	219.4	
4,980 WFTYP		12:50	6:16	2:50	5:07	4:46	1:05	223.9	
650		12:55	6:19	2:53	5:10	4:48	1:07	225.7	
4,900 P		1:05	6:21	2:56	5:12	4:49	1:18	227.5	
4,904 P		1:33	6:49	3:00	5:16	4:52	1:23	231.4	
5,190 P		1:50	7:04	3:06	5:22	4:57	1:37	237.2	
824 TP	11:45 PM	1:58	7:13	3:11	5:27	5:00	1:43	241.2	
5,001 P	11:50	2:02	7:18	3:13	5:29	5:02	1:45	242.7	
4,924 P	11:58 PM	2:10	7:28	3:18	5:34	5:06	1:52	247.1	
WB 8,296 EB 5,906 WTP	A 12:05 AM	2:30	7:48	3:26	5:44	5:11	2:00	251.7	
4,940 P		2:45	7:56	3:31	5:49	5:15	2:10	255.4	
4,946 WP		3:02	8:06	3:37	5:54	5:19	2:16	259.9	
4,917 P		3:12	8:13	3:42	5:58	5:22	2:21	263.9	
4,892 P		3:17	8:17	3:45	6:03	5:24	2:24	266.3	
5,000 P		3:27	8:25	3:50	6:11	5:28	2:29	270.6	
4,947 P		3:34	8:33	3:55	6:16	5:32	2:34	274.6	
5,165 WP		3:42	8:39	3:58	6:19	5:35	2:38	277.4	
5,000 P		3:50	8:45	4:01	6:21	5:37	2:42	280.1	
4,928 P		3:57	8:55	4:04	6:24	5:39	2:46	282.7	
6,656 YP		4:05	9:10	4:09	6:29	5:42	2:52	285.6	
2,750		4:15	9:20	4:14	6:34	5:46	2:57	289.2	
2,825		4:25	9:35	4:19	6:39	5:50	3:05	293.1	
		4:30	9:40	4:21	6:41	5:51	3:07	294.3	
Spur								296.0	
3,678		4:42	10:00	4:26	6:46	5:54	3:15	297.8	
								300.9	
Spur		4:50	10:30	4:32	6:52	5:58	3:25	301.8	
WFTOP		A 5:00 PM	A 11:00 PM	A 4:40 AM	A 7:05 PM	A 6:05 AM	A 3:35 AM	305.3	

W.B.—Westward Siding. (0.20) (1.15) (4.59) (6.00) (2.15) (2.55) (2.02) (1.07) (3.20) Thru Time
E.B.—Eastward Siding. 31.5 30.6 19.8 21.3 43.9 43.8 92.9 34.3 35.7 Average Speed per Hour

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

Except that No. 2 is superior to Westward trains of the same class.

*Note.—No. 1 will run only on the following dates:

Due to leave Rieth on the 6th, 12th, 18th, 24th and 30th, of each month.

The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

No. 11 will stop at any station between Umatilla and The Dalles to discharge revenue passengers from Washington Division.

No. 17 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.

No. 21 will stop at any station to discharge revenue passengers from points east of Stanfield.

No. 21 will stop at Blalock and Rufus to load and unload mail and express, and will stop on flag at Miller, Celilo and Big Eddy for mail.

THIRD SUBDIVISION

EASTWARD

Time-Table No. 11
October 9, 1936

STATIONS

DN-R RIETH N
BARNHART
CAMPBELL
YOAKUM
NOLIN
ECHO Hi
STANFIELD Nd
DN HINKLE Uk

DN HINKLE Uk
D HERMISTON Mn
DN-R UMATILLA Cs
BAILEY
IRRIGON
JUDSON
DN MESSNER Fo

WESTLAND
MUNLEY
CLARKE
DN MESSNER Fo
D BOARDMAN Bd

PETERS
CASTLE
BOULDER
N HEPPNER JCT. Wi
WILLOWS
SILICA
DN ARLINGTON Mx

GILMORE
BLALOCK
RAMSAY
QUINTON
HOOK
GOFF
DAY
RUFUS
GRANT
DN BIGGS Bx

MILLER
CELLO
N OREGON TRUNK JCT. Vo
DILLON
DUNE
BIG EDDY
SEUFERT
DN-R THE DALLES Dk-Wh

127.8

127.8

127.8

127.8

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127.8

Length of siding
in feet and loca-
tion of water,
fuel, interlock-
ing plants, turn-
ing stations,
scales and tele-
phones.

WFTP
4,609 P
4,727 P
650
4,716 P
4,698 WP
4,706 P
P
4,703 P
WFTYP
3,110 P
3,200 P
3,200 P
4,980 WFTYP

4,930 P
4,901 WP
4,905 P
4,980 WFTYP
650
4,900 P
4,904 P
5,190 P
824 TP
5,001 P
4,924 P
WB 8,296
EB 5,906 WTP
4,940 P
4,946 WP
4,917 P
4,892 P
5,000 P
4,947 P
5,165 WP
5,000 P
4,928 P
6,656 YP
2,750
2,825
Spur
3,678
Spur
WFTOP

4,930 P
4,901 WP
4,905 P
4,980 WFTYP
650
4,900 P
4,904 P
5,190 P
824 TP
5,001 P
4,924 P
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4,928 P
6,656 YP
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Spur
WFTOP

W.B.—Westward Siding. Thru Time..... (3.05) (2.07) (2.10) (2.54) (0.55) (4.30) (2.00) (0.20)
E.B.—Eastward Siding. Average Speed per Hour..... 41.4 60.4 45.6 44.1 41.8 21.9 19.1 31.5

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

Except that No. 2 is superior to Westward trains of the same class.

*Note.—No. 2 will run only on the following dates:

Due to leave The Dalles on the 1st, 7th, 13th, 19th and 25th, of each month.

The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

No. 12 will stop on flag at any station between Portland and Umatilla for revenue passengers to Washington Division.

No. 18 will stop on flag at any station for revenue passengers when destined Cheyenne or beyond.

WESTWARD										FOURTH SUBDIVISION										Time-Table No. 11									
SECOND CLASS										FIRST CLASS										October 9, 1936									
																				STATIONS									

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. 11 October 9, 1936			Distance from Heppner Jct.	SECOND CLASS				
			331 Mixed	329 Mixed						330 Mixed				
			Saturday	Daily Except Saturday and Sunday			STATIONS							
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	N-R	3.0 HEPPNER JCT.	Wi	0.0		3.50AM		
								(45.2)				Daily Except Monday		

(2.30) (2.45) Thru Time..... (2.10)
18.1 16.4 Average Speed per Hour..... 20.8

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

WESTWARD					CONDON BRANCH					EASTWARD				
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS				Distance from Condon	Time-Table No. 11 October 9, 1936			Distance from Arlington	SECOND CLASS				
	307 Mixed	327 Mixed	317 Mixed							318 Mixed	328 Mixed			
	Sunday	Daily Except Saturday and Sunday	Saturday			STATIONS								
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	11.0.20	11.0.01	11.7.35	8.2		GWENDOLEN		36.3	11.6.00	11.7.15				
1,515	11.0.35	11.0.15	11.7.50	12.2		SPEECE		32.3	11.5.45	11.7.00				
1,533	11.0.50	11.0.30	11.8.05	15.9		CLEM		28.6	11.5.26	11.6.41				
1,515 W	11.1.10	11.0.55	11.8.25	20.1		MIKKALO		24.4	11.5.05	11.6.20				
1,400	11.1.30	11.1.15	11.8.50	24.6		BARNETT		19.7	11.4.45	11.6.00				
662 W	11.1.50PM	11.1.35PM	11.9.10	28.5		ROCK CREEK		16.0	11.4.26	11.5.35				
122				30.8		SMYTHE		13.7						
1,504	11.2.15AM	11.2.05AM	11.9.35	37.2		SHUTLER		7.3	11.4.00	11.5.10				
6,920 WFYP	11.2.40AM	11.2.40AM	11.10.00PM	44.5	DN-R	ARLINGTON	Mx	0.0	11.3.35AM	11.4.45AM				
						(44.5)			Sunday and Monday	Daily Ex. Sunday and Monday				

(2.40) (3.00) (2.45) Thru Time..... (2.55) (3.15)
16.7 14.8 16.2 Average Speed per Hour..... 15.2 13.7

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

WESTWARD				SHANIKO BRANCH				EASTWARD				
Length of sidings in feet and loca- tion of water, fuel, interlock- ing plants, turn- ing stations, tele- scopes and tele- phones.	SECOND CLASS			Distance from Shaniko	Time-Table No. 11 October 9, 1936			Distance from Biggs	SECOND CLASS			
			325 Mixed						326 Mixed			
			Tues. Thurs., Sat.									
3,385	WFYP		7.45PM	0.0	D-R	SHANIKO	Sh	69.7	A 7.35AM			
345				6.7		KELSEY		63.0				
620		f	8.20	12.6		WILCOX		57.1	f 6.55			
902		s	8.35	17.2		KENT		52.5	s 6.40			
650		f	8.55	23.9		BOURBON		45.8	f 6.30			
1,370	WT	s	9.15	31.2	D	GRASS VALLEY	Vy	38.5	s 6.00			
Spur		f	9.35	38.4		ERSKINE		31.3	f 5.25			
2,422		s	9.55	42.7	D	MORO	Mr	27.0	s 5.05			
334		f	10.05	45.8		DE MOSS		23.9	f 4.50			
Spur		f	10.15	49.7		NISH		20.0	f 4.35			
Spur			10.20	50.5		HAY CANYON		19.2	4.30			
Spur		f	10.30	54.1		SANDON		15.6	f 4.15			
1,010		s	10.35	55.5		KLONDIKE		14.2	s 4.10			
1,758	W	s	11.05	60.0	D	WASCO	Wa	9.7	s 3.45			
Spur		f	11.15	62.6		SINK		7.1	f 3.35			
565		f	11.20	64.5		THORNBERRY		5.2	f 3.25			
6,656	WFYP		A11.55PM	69.7	DN-R	BIGGS	Bx	0.0	3.05AM			
						(69.7)			Mon., Wed., Fri.			

(4.10) (4.30) Thru Time..... (4.30)
16.7 15.6 Average Speed per Hour..... 15.6

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

WESTWARD				BEND BRANCH				EASTWARD					
SECOND CLASS				Distance from Bend	Time-Table No. 11 October 9, 1936				Distance from Oregon Trunk Junction	SECOND CLASS			
315 Time Freight		313 Time Freight			STATIONS					314 Time Freight			
Saturday		Daily Ex. Sun. and Mon.											
2.30PM		2.30AM			0.0		DN-R BEND Nd			150.0		A 6.10AM	
BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF OREGON TRUNK RAILWAY													
9.30PM		A10.00AM		150.0		N OREGON TRUNK JUNCTION Vo		0.0		10.30PM			
						(150.0)				Daily Ex. Sat.			
(7.00)		(7.30)				Thru Time				(7.40)			
21.4		20.0				Average Speed per Hour				19.6			

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD				GRAYS HARBOR BRANCH				EASTWARD					
Length of sidings in feet and location of water, fuel, in-terlocking stations, turning stations, scales and tele-phones.	SECOND CLASS		FIRST CLASS		Distance from Centralia	Time-Table No. 11		Distance from Hoquiam	FIRST CLASS		SECOND CLASS		
	WFTYOP	463	337	October 9, 1936		338	336		462				
		CM St. P. & P. Fast Frt.								Mixed	Mixed	Passenger	CM St. P. & P. Fast Frt.
		Daily Except Monday								Daily			
		3:15AM	0.0	DN-R	CENTRALIA 2.4	Cn	57.5	A 12.25AM	A 1.45AM				

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

IP			3.25AM	2.4	BLAKESLEE JUNCTION	55.1	11.55PM	1.30AM		
				2.4	N. P. CROSSING	55.1				
				2.4	C. M. ST. P. & P. CROSSING	55.1				
1,359	P		3.31	5.0	GALVIN	52.5	11.45	1.23		
2,285	P	2.43AM	3.45	12.2	R HELSING JUNCTION	45.3	11.30	1.05	A 8.00PM	
2,680	WP	2.55	3.50	13.7	N INDEPENDENCE Nd	43.8	11.25	1.00	7.52	
1,129	P	3.10	4.00	18.3	BALCH	39.2	11.10	12.44	7.40	
Spur				20.2	SPRUCETON	37.3				
2,718	P	3.25	4.07	22.2	CEDARVILLE	35.3	11.03	12.36	7.30	
2,687	P	3.35	4.14	26.3	LANKNER	31.2	10.55	12.26	7.20	
738		3.42	4.18	28.9	RONY	28.6	10.48	12.20	7.15	
2,353	P	3.48	4.22	30.8	SAGINAW	26.7	10.45	12.15	7.10	
	I			31.5	SCHAFFER BROS. CROSSING	26.0				
Spur	WP	3.55	4.26	32.5	SOUTH ELMA	25.0	10.40	12.10	7.05	
1,747	P	4.05	4.36	36.0	FULLER	21.5	10.30	12.02AM	6.50	
2,744	Y	4.30	4.50	42.3	D SOUTH MONTESANO Mo	15.2	10.15	11.50PM	6.30	
				42.3	D SOUTH MONTESANO Mo	15.2				
				43.8	MONTESANO	16.7				
2,744	Y	4.30	4.50	42.3	D SOUTH MONTESANO Mo	15.2	10.15	11.50	6.30	
1,523	P	4.36	4.53	43.8	MELBOURNE	13.7	10.05	11.45	6.14	
1,751		4.45	4.59	46.7	PREACHER'S SLOUGH	10.8	9.55	11.35	5.50	
1,294				48.8	BLUE SLOUGH	8.7				
6,107	WYOP	5.00	5.10	51.2	COSMOPOLIS	6.3	9.40	11.25	5.35	
				53.3	N. P. CROSSING	4.2				
4,135	WYOP	5.15AM	5.25AM	53.9	DN-R ABERDEEN 3.6	3.6	9.30PM	11.15PM	5.20PM	

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

WFTYOP	A 5.45AM	A 6.00AM	57.5	DN-R	HOQUIAM	Ho	0.0	9.15PM	11.00PM	5.00PM
					(57.5)			Daily Except Sunday	Sunday	Daily Except Sunday
	(3.02) 14.9	(2.45) 20.9		Thru Time				(3.10) 18.2	(2.45) 20.9	(3.00) 15.1
	Average Speed per Hour									

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

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

Time Inspectors are located as shown below:

The Ball Railroad Time Service, Chicago, Ill.

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

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

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

Standard clocks are located as shown below:

Huntington.....Round House
Huntington.....Yard Telegraph Office
Huntington.....Depot Telegraph Office
Durkee.....Telegraph Office
Baker.....Telegraph Office
La Grande.....Dispatcher's Office
La Grande.....Depot Telegraph Office
La Grande.....Yard Office
Kamela.....Telegraph Office
Pendleton.....Telegraph Office
Rieth.....Telegraph Office
Rieth.....Engineermen's Register Room
Umatilla.....Telegraph Office
Umatilla.....Engineermen'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.....Engineermen's Register Room
Centralia (Joint).....N. P. Ry. Telegraph Office
Argo.....Yard Office
Seattle (Joint).....Union Station Telegraph Office
Joseph.....Telegraph Office
Heppner.....Telegraph Office
Bend (Joint).....O. T. Ry. Telegraph Office
Hoquiam (Joint).....N. P. Ry. Telegraph Office
Aberdeen.....Telegraph Office
Olympia.....Telegraph Office

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
Ralph M. Dodson	Chief Surgeon.....	Portland, Ore.	Portland.
Joseph M. Roberts.....	Assistant Surgeon.....	Portland, Ore.	East Portland south of Sullivan's Gulch.
J. C. Ghormley.....	Assistant Surgeon.....	Portland, Ore.	East Portland north of Sullivan's Gulch.
Carl H. Bastron.....	Assistant Surgeon.....	Portland, Ore.	Portland.
Harry M. Bouvy.....	Specialist.....	Portland, Ore.	Portland.
J. B. Flynn.....	Specialist.....	Portland, Ore.	Portland.
R. M. Fouch.....	District Surgeon.....	Huntington, Ore.	Baker to Huntington.
C. G. Patterson.....	District Surgeon.....	Baker, Ore.	La Grande to Huntington.
John B. Gregory.....	District Surgeon.....	Walla, Ore.	Elgin to Enterprise.
C. T. Hockett.....	District Surgeon.....	Enterprise.....	Elgin to Joseph.
Chas. A. Ault.....	District Surgeon.....	Enterprise, Ore.	Elgin to Enterprise.
C. L. Gilstrap.....	District Surgeon.....	La Grande, Ore.	Pendleton to Baker—La Grande to Elgin.
C. E. Branner.....	District Surgeon.....	La Grande, Ore.	Pendleton to Baker—La Grande to Elgin.
Lee B. Bouvy.....	Specialist.....	La Grande, Ore.	La Grande.
H. J. Kavanaugh.....	District Surgeon.....	Pendleton, Ore.	Arlington to La Grande.
J. P. Brennan.....	District Surgeon.....	Pendleton, Ore.	Umatilla to Pendleton.
F. B. Belt.....	District Surgeon.....	Hermiston, Ore.	Boardman to Stanfield.
A. D. McMurdo.....	District Surgeon.....	Heppner, Ore.	Heppner Jct. to Heppner.
J. V. Wilhelm.....	District Surgeon.....	Arlington, Ore.	The Dalles to Umatilla and Arlington to Condon.
W. J. Miller.....	District Surgeon.....	Condon, Ore.	Arlington to Condon.
C. L. Poley.....	District Surgeon.....	More, Ore.	Biggs to Shaniko.
J. C. Vandeventer.....	District Surgeon.....	Bend, Ore.	Ainsworth to Bend.
Reuter, Thompson, Coberth, Griffith & Taylor.....	District Surgeons.....	The Dalles, Ore.	Hood River to Umatilla.
Young & Payne.....	Specialists.....	The Dalles, Ore.	Hood River to Umatilla.
H. L. Dumble.....	District Surgeon.....	Hood River, Ore.	Portland to The Dalles.
J. B. Blair.....	District Surgeon.....	Vancouver, Wash.	Albina to Kalama.
W. R. Scott.....	District Surgeon.....	Centralia, Wash.	Winlock to Tenino, Centralia to South Elma and Tono Branch.
I. R. Watkins.....	District Surgeon.....	Aberdeen, Wash.	Cosmopolis to Aberdeen.
H. C. Watkins.....	District Surgeon.....	Hoquiam, Wash.	Centralia to Hoquiam.
W. L. Bridgford.....	District Surgeon.....	Olympia, Wash.	Olympia to East Olympia.
C. P. Gammon.....	District Surgeon.....	Tacoma, Wash.	Tenino to Auburn.
F. R. Underwood.....	District Surgeon.....	Seattle, Wash.	Tacoma to Seattle.
S. M. Samuels.....	Specialist.....	Seattle, Wash.	Portland to Seattle.

F. N. FINCH, General Manager

H. A. CONNETT, Superintendent.....Portland, Ore.
J. F. CORBETT, Assistant Superintendent.....Portland, Ore.
J. C. McFARLAND, Trainmaster.....La Grande, Ore.

G. L. WHIPPLE, General Superintendent Transportation

First and Second Subdivisions and Branches

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

Third, Fourth and Fifth Subdivisions and Branches

H. M. TURNER, Chief Train Dispatcher.....Portland, Ore.
E. M. Ringer, Train Dispatcher.....Portland, Ore.
W. A. Milner, Train Dispatcher.....Portland, Ore.
W. W. Smith, Train Dispatcher.....Portland, Ore.
R. W. Teeters, Train Dispatcher.....Portland, Ore.
O. H. Newman, Train Dispatcher.....Portland, Ore.