



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

UNION PACIFIC RAILROAD COMPANY
Northwestern District



Oregon Division
TIME-TABLE
No. 13

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



FOR EMPLOYEES ONLY

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

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS					FIRST CLASS						Distance from Huntington	Time-Table No. 13 February 7, 1937	STATIONS
691 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				21 Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	0.0	HUNTINGTON
		4.15AM		12.30AM				11.32PM	6.10PM		10.40AM	99.6	LA GRANDE
		10.00AM		6.00AM				1.53AM	9.15PM		1.35PM	173.8	PENDLETON
			5.00PM	2.45PM	10.15AM			12.13AM	3.58AM	11.56PM	4.00PM	177.6	RIETH
	10.10PM							12.23AM	4.03AM	12.06AM	4.10PM	400.3	SPOKANE
	2.50AM							9.45PM				296.4	AYER
	7.30AM							11.59PM	4.05AM			243.1	WALLULA
	12.01PM		A 4.00PM					1.35AM	2.55AM			215.8	UMATILLA
	7.15PM	12.30AM						2.25AM	A 1.20AM			305.3	THE DALLES
								6.05AM	5.05AM	3.45AM	7.10PM	389.4	PORTLAND
	7.30PM	A 5.00AM	A 6.00AM					A 8.00AM	A 7.35AM	A 6.10AM	A 9.40PM	394.2	ALBINA
	12.30AM											480.6	CENTRALIA
	5.00AM											534.6	TACOMA
	A 6.45AM											569.6	ARGO
												572.7	SEATTLE
													(572.7)

Thru Time..... (11.15) (30.50) (25.45) (1.15) (9.45) (5.45) (6.55) (3.52) (8.28) (13.25) (2.25) (11.00)Thru Time
Average Speed per Hour..... 31.8 41.0 31.7 46.0 29.0 34.8 35.4

*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					
FIRST CLASS				Time-Table No. 13 February 7, 1937				FIRST CLASS					
305 Mixed				Distance from Joseph	STATIONS				304 Mixed				
Daily					D-R JOSEPH J				A 10.15AM				
1,504	WFY		12.05PM	0.0	D-R	ENTERPRISE	Ra	78.0	A 10.00				
1,672			12.30	5.8	D	LOSTINE	Na	67.8	9.17				
2,000			12.53	16.0	D	WALLOWA	Wo	60.0	9.00				
1,448	WY		1.10	23.8	D	WADE		54.1	8.41				
1,202			1.22	29.7		MINAM		47.1	8.20				
753	{ W M.P. 49.0 }		1.42	36.7		VINCENT		40.6	8.04				
Spur			1.58	43.2		LOOKING GLASS		33.8	7.47				
2,098	{ W M.P. 32.6 }		2.15	50.0		GULLING		25.1	7.25				
1,678			2.37	58.7		ELGIN	Gn	20.9	7.15				
1,834	Y		2.55	62.9	D	RHINEHART		15.4					
Spur				68.4		IMBLER	Br	12.3	6.47				
1,294			3.20	71.5	D	ALICEL		8.4	6.37				
1,125			3.30	75.4		CONLEY		5.9					
430			3.50	81.2		ISLAND CITY		2.6	6.25				
715				83.8	DN-R	LA GRANDE	Dispr Q Ra	0.0	6.15AM				
WFTYOP			A 4.15PM										

Thru Time..... (4.10)Thru Time..... (4.00)
Average Speed per Hour..... 20.1Average Speed per Hour..... 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. 13 February 7, 1937	Distance from Portland	FIRST CLASS					SECOND CLASS						
		14 Mixed	2 STREAMLINER PASSENGER	12 Passenger	18 Passenger	61 Passenger	458 Passenger	258 Freight	260 Time Freight	252 Time Freight	692 Time Freight		
HUNTINGTON	389.4	A 7.35PM	A 12.23AM		A 8.45AM								
LA GRANDE	289.9	4.25PM	10.02PM		5.55AM				A 5.30PM	A 6.30AM			
PENDLETON	215.6	1.55PM	7.51PM		3.30AM	A 3.10AM			12.45PM	7.30PM			
RIETH	211.9	1.35PM	7.45PM		2.55AM	3.00AM			8.00AM	12.05PM			
SPOKANE	367.5			A 7.00AM							A 1.30AM		
AYER	263.6			4.20AM		11.15PM					7.50PM		
WALLULA	210.3			3.10AM		1.15AM					5.30PM		
UMATILLA	183.0			2.00AM		2.00AM					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		A 9.20PM						
ALBINA	1.6												
CENTRALIA	91.1										11.30PM	A 6.00AM	
TACOMA	145.1										2.20AM		
ARGO	180.1										11.15PM		
SEATTLE	183.2										9.30PM		
(572.7)													

Thru Time..... (11.35) (8.38) (9.30) (11.10) (3.55) (5.00)Thru Time
Average Speed per Hour..... 33.6 45.1 38.8 34.9 31.3 38.6 (9.30) (21.00) (26.00) (8.30)

*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, scales and telephones.	Distance from Rieth	Time-Table No. 13 February 7, 1937		Distance from Pilot Rock	
		STATIONS			
WFTP	0.0	DN-R	RIETH N	14.9	
Spur	2.8		McBEE	12.1	
1,198	6.7		SPARKS	8.2	
Spur	11.2		LENS	3.7	
1,004	14.9	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
36"	100	1' 10"	51.4
38"	94.7	1' 12"	50
40"	90	1' 15"	48
42"	85.7	1' 20"	45
45"	80	1' 25"	42.3
48"	75	1' 30"	40
49"	73.5	1' 40"	36
50"	72	1' 45"	34.3
51"	70.6	1' 50"	32.7
52"	69.2	2'	30
53"	67.9	2' 10"	27.6
54"	66.6	2' 15"	26.6
55"	65.4	2' 20"	25.7
56"	64.2	2' 30"	24
57"	63.1	2' 40"	22.5
58"	62	2' 45"	21.8
59"	61	2' 50"	21.2
1'	60	3'	20
1' 1"	59	3' 0"	19
1' 2"	58	3' 20"	18
1' 3"	57.1	3' 31"	17
1' 4"	56.2	3' 45"	16
1' 5"	55.3	4'	15
1' 6"	54.5	5'	12
1' 7"	53.7	6'	10
1' 8"	52.9	7' 30"	8
1' 9"	52.1	10'	6

WESTWARD FIRST SUBDIVISION

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS			Distance from Huntington	Time-Table No. 13 February 7, 1937
	255	257	1	17	21		
	Time Freight	Freight	STREAMLINER PASSENGER	Passenger	Passenger		
	Daily	Daily	SEE NOTE BELOW	Daily	Daily		STATIONS
WFTYOP	4.15AM	12.30AM	11.32PM	6.10PM	10.40AM	0.0	DN-R HUNTINGTON Hu
3,712 P	4.30	12.43	11.41	6.19	10.50	4.8	D LIME By
3,740 P	4.40	12.53	11.48	6.23	10.55	8.6	JETT
3,711 WP	4.55	1.03	11.53PM	6.28	11.01	12.2	WEATHERBY
3,712 P	5.07	1.13	12.02AM	6.36	11.09	17.1	NELSON
WB 3,707 EB 3,708 WYP	5.15	1.23	12.06	6.42	11.15	20.6	DN DURKEE Du
3,712 P	5.25	1.31	12.11	6.47	11.20	24.2	LEONARD
3,712 P	5.35	1.43	12.18	6.55	11.28	27.7	OXMAN
3,710 (W.M.P. 359.4) P	5.45	1.55	12.25	7.02	11.34	30.8	HINDMAN
WB 3,725 EB 3,112 WFYP	5.55	2.05	12.32	7.11	11.39	34.0	D PLEASANT VALLEY
3,964 YP	6.05	2.20	12.37	7.17	11.46	37.6	ENCINA
3,240 P	6.18	2.30	12.44	7.24	11.53AM	41.9	QUARTZ
WB 9,021 EB 3,122 WFYOP	6.30	2.45	12.52	7.35	12.06PM	47.7	DN BAKER Be
3,720 P	6.38	2.54	12.57	7.44	12.12	52.2	WING
3,324 P	6.56	3.04	1.02	7.54	12.20	58.1	D HAINES Kb
3,690 P	7.12	3.15	1.06	8.05	12.27	62.8	HUTCHINSON
WB 4,047 EB 3,710 WP	7.22	3.25	1.10	8.12	12.34	67.4	D NORTH POWDER Hd
3,706 P	7.30	3.35	1.13	8.17	12.38	70.4	LUN
3,719 P	7.40	3.50	1.17	8.23	12.44	74.1	SAGO
WB 3,708 EB 3,733 WFYP	7.49	4.05	1.21	8.28	12.49	78.9	DN TELOCASET Wk
4,029 P	8.00	4.20	1.28	8.34	12.55	80.9	CROOKS
3,714 P	8.10	4.35	1.34	8.40	1.01	84.2	PYLE
3,504 WYP	8.20	4.50	1.40	8.45	1.06	87.1	D UNION JCT. Un
3,817 P	8.30	5.00	1.43	8.50	1.14	90.7	HOT LAKE
3,713 P	8.40	5.10	1.46	8.55	1.19	94.6	LONETREE
WFTYOP	A 9.00AM	A 5.30AM	A 1.53AM	A 9.05PM	A 1.29PM	99.5	DN-R LA GRANDE Dispr Q Ra

W. B.—Westward Siding.	(4.45)	(5.00)	(2.21)	(2.55)	(2.49)	..... Thru Time
E. B.—Eastward Siding.	20.9	19.9	42.3	34.1	35.3	..... Average Speed per Hour

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

*Note.—No. 1 will run only on the following dates:
Due to leave Huntington on the 5th, 11th, 17th, 23rd, and 29th, of each month.
The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

Nos. 17 and 21 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.
No. 17 will stop on flag at Hot Lake to pick up passengers for stations on Oregon Division at which No. 17 scheduled to stop and for stations on Washington Division.
No. 21 will stop on flag at Telocaset for revenue passengers only when destined to Portland or points on Washington Division or to let off revenue passengers from east of Huntington.

FIRST SUBDIVISION EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS				SECOND CLASS		Distance from Portland	Time-Table No. 13 February 7, 1937
	18	14	2	258	260			
	Passenger	Mixed	STREAMLINER PASSENGER	Freight	Time Freight			
							STATIONS	
WFTYOP	A 8.45AM	A 7.35PM	A 12.23AM	A 5.30PM	A 6.30AM	389.4	DN-R HUNTINGTON Hu	
3,712 P	8.30	7.20	12.12	5.15	5.50	384.6	D LIME By	
3,740 P	8.23	7.10	12.07	5.05	5.25	380.8	JETT	
3,711 WP	8.17	7.01	12.01AM	4.55	4.55	377.2	WEATHERBY	
3,712 P	8.10	6.51	11.52PM	4.42	4.00	372.3	NELSON	
WB 3,707 EB 3,708 WYP	8.05	6.42	11.47	4.34	3.30	368.8	DN DURKEE Du	
3,712 P	7.59	6.34	11.42	4.26	2.50	365.2	LEONARD	
3,712 P	7.52	6.27	11.36	4.16	2.20	361.7	OXMAN	
3,716 P	7.45	6.20	11.30	4.08	1.55	358.6	HINDMAN	
WB 3,725 EB 3,112 WFYP	7.38	6.13	11.23	3.48	1.35	355.4	D PLEASANT VALLEY	
3,964 YP	7.32	6.07	11.17	3.35	12.37AM	351.8	ENCINA	
3,240 P	7.24	5.59	11.10	3.20	11.55PM	347.5	QUARTZ	
WB 9,021 EB 3,122 WFYOP	7.15	5.50	11.03	3.07	11.30	341.7	DN BAKER Be	
3,720 P	7.03	5.37	10.58	3.00	10.58	337.2	WING	
3,324 P	6.56	5.29	10.54	2.52	10.20	331.3	D HAINES Kb	
3,696 P	6.50	5.22	10.50	2.45	10.05	326.6	HUTCHINSON	
WB 4,047 EB 3,710 WP	6.44	5.15	10.46	2.36	9.50	322.0	D NORTH POWDER Hd	
3,706 P	6.40	5.10	10.43	2.27	9.40	319.0	LUN	
3,719 P	6.35	5.05	10.36	2.17	9.25	315.3	SAGO	
WB 3,708 EB 3,733 WFYP	6.31	5.00	10.32	2.10	9.15	312.5	DN TELOCASET Wk	
4,029 P	6.24	4.53	10.26	1.53	8.55	308.5	CROOKS	
3,714 P	6.17	4.48	10.19	1.43	8.40	305.2	PYLE	
3,504 WYP	6.11	4.43	10.14	1.30	8.10	302.3	D UNION JCT. Un	
3,817 P	6.06	4.38	10.11	1.14	7.55	298.7	HOT LAKE	
3,713 P	6.01	4.33	10.08	12.57	7.45	294.9	LONETREE	
WFTYOP	5.55AM	4.25PM	10.02PM	12.45PM	7.30PM	289.9	DN-R LA GRANDE Dispr Q Ra	

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

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

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

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

WESTWARD SECOND SUBDIVISION

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS		FIRST CLASS				Distance from Huntington	Time-Table No. 13 February 7, 1937	
	255 Time Freight	257 Freight	62 Passenger	17 Passenger	21 Passenger	1 STREAMLINER PASSENGER		STATIONS	
	Daily	Daily	Daily	Daily	Daily	SEE ★ NOTE BELOW			
WFTYOP	10.00AM	6.00AM		9.15PM	1.35PM	1.53AM	99.5	DN-R	LA GRANDE
3,707 P	10.10	6.10		9.22	1.42	2.00	103.6		4.1 PERRY
WB 3,694 WYP EB 3,694	10.20	6.20		9.28	1.48	2.05	107.5	D	3.9 HILGARD
3,691 P	10.30	6.30		9.40	1.56	2.13	111.2		3.7 GLOVER
3,715 P	10.40	6.40		9.45	2.02	2.19	113.5		2.3 MOTANIC
3,985 (W.M.P.) P (275.1)	10.50	6.50		9.51	2.08	2.25	115.8		2.1 BODIE
	10.55	6.55		9.55	2.12	2.29	117.5		1.9
C 3,702 WFYP	11.10	7.10		9.58	2.14	2.32	118.4		EAST END DOUBLE TRACK
	11.20	7.20		10.04	2.19	2.37	121.3	DN	0.9 KAMELA
WB 5,317 WP EB 3,702	11.40	7.42		10.11	2.25	2.43	124.5		2.9 WEST END DOUBLE TRACK
3,702 P	11.53AM	7.55		10.19	2.33	2.52	128.8	DN	3.2 MEACHAM
4,256 WP	12.13PM	8.15		10.25	2.39	2.58	132.0		4.3 PORTER
4,483 WP	12.25	8.32		10.31	2.43	3.04	135.7		3.2 HURON
3,731 FP	12.30	8.40		10.35	2.46	3.08	137.9		3.7 CAMP
WB 3,734 WYP EB 3,718	12.40	8.50		10.40	2.52	3.13	141.3		2.2 NORTH FORK
3,713 P	12.48	8.58		10.45	2.56	3.18	144.2	DN	3.4 DUNCAN
3,697 P	12.54	9.05		10.50	3.01	3.22	147.3		2.9 SLOAN
5,271 P	12.59	9.11		10.55	3.05	3.26	150.0		3.1 CONWAY
WB 3,718 WYP EB 4,897	1.04	9.15		11.00	3.10	3.30	152.4		2.7 BONIFER
4,900 P	1.09	9.21		11.05	3.16	3.34	155.0	D	2.4 GIBBON
3,695 P	1.14	9.26		11.09	3.21	3.37	157.4		2.6 TUMIA
4,908 P	1.18	9.30		11.13	3.25	3.40	160.0		2.4 THORN HOLLOW
3,700 WP	1.30	9.35		11.17	3.30	3.44	162.4		2.6 HOMLY
3,713 P	1.35	9.39		11.21	3.34	3.46	164.8		2.4 CAYUSE
3,710 P	1.42	9.45		11.27	3.40	3.51	168.8		2.4 MINTHORN
4,924 P	1.59	9.50		11.31	3.43	3.53	170.8		3.8 MISSION
3,522 WYOP	2.10	10.00	12.13AM	11.40	3.55	3.58	173.8	DN	2.2 MUNRA
WFTP	A 2.25PM	A 10.15AM	A 12.23AM	A 12.06AM	A 4.10PM	A 4.03AM	177.5	DN-R	3.0 PENDLETON
									3.7 RIETH

W. B.—Westward Siding.	(4.25)	(4.15)	(0.10)	(2.41)	(2.35)	(2.10)	.....	Thru Time
E. B.—Eastward Siding.	17.7	18.2	22.2	29.1	30.2	36.0	.....	Average Speed per Hour
C.—Center Siding.								

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

- *Note.—No. 1 will run only on the following dates:
Due to leave La Grande on the 6th, 12th, 18th, 24th and 30th, of each month.
The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains.
- For movement of Washington Division trains between junction and passenger station at Pendleton, see Special Rule 98 (S).
- Nos. 17 and 21 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.

SECOND SUBDIVISION EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	FIRST CLASS				SECOND CLASS		Distance from Portland	Time-Table No. 13 February 7, 1937	
	18 Passenger	61 Passenger	14 Mixed	2 STREAMLINER PASSENGER	258 Freight	260 Time Freight		STATIONS	
	Daily	Daily	Daily	SEE ★ NOTE BELOW	Daily	Daily			
WFTYOP	A 5.45AM		A 4.15PM	A 10.02PM	A 12.15PM	A 6.30PM	289.9	DN-R	LA GRANDE
3,707 P	5.33		4.00	9.54	12.02PM	6.10	285.8		4.1 PERRY
WB 3,694 WYP EB 3,694	5.26		3.53	9.47	11.55AM	6.00	281.9	D	3.9 HILGARD
3,691 P	5.18		3.45	9.40	11.45	5.48	278.2		3.7 GLOVER
3,715 P	5.13		3.40	9.35	11.28	5.28	275.9		2.3 MOTANIC
3,985 (W.M.P.) P (275.1)	5.09		3.36	9.31	11.22	5.15	273.8		2.1 BODIE
	5.05		3.32	9.27	11.16	4.55	271.9		1.9
C 3,702 WFYP	5.02		3.30	9.25	11.13	4.50	271.0		EAST END DOUBLE TRACK
	4.55		3.20	9.18	10.58	4.30	268.1	DN	0.9 KAMELA
WB 5,317 WP EB 3,702	4.49		3.14	9.12	10.48	4.15	264.9		2.9 WEST END DOUBLE TRACK
3,702 P	4.39		3.04	9.02	10.28	3.55	260.6	DN	3.2 MEACHAM
4,256 WP	4.32		2.57	8.53	10.12	3.35	257.4		4.3 PORTER
4,483 WP	4.26		2.51	8.47	10.02	3.25	253.7		3.2 HURON
3,731 FP	4.22	2.46	8.43		9.54	3.05	251.5		3.7 CAMP
WB 3,734 WYP EB 3,718	4.17	2.39	8.38		9.46	2.52	248.1	DN	2.2 NORTH FORK
3,713 P	4.13	2.35	8.33		9.40	2.20	245.2		3.4 DUNCAN
3,697 P	4.08	2.30	8.28		9.34	2.10	242.1		2.9 SLOAN
5,271 P	4.04	2.26	8.23		9.28	2.02	239.4		3.1 CONWAY
WB 3,718 WYP EB 4,897	4.00	2.22	8.20		9.15	1.56	237.0	D	2.7 BONIFER
4,900 P	3.56	2.19	8.17		9.04	1.38	234.4		2.4 GIBBON
3,695 P	3.53	2.16	8.14		8.56	1.29	232.0		2.6 TUMIA
4,908 P	3.49	2.12	8.10		8.48	1.18	229.4		2.4 THORN HOLLOW
3,700 WP	3.44	2.09	8.06		8.40	1.00	227.0		2.6 HOMLY
3,713 P	3.41	2.06	8.04		8.33	12.54	224.6		2.4 CAYUSE
3,710 P	3.37	2.02	8.00		8.25	12.44	220.8		2.4 MINTHORN
4,924 P	3.34	1.59	7.56		8.20	12.38	218.6		3.8 MISSION
3,522 WYOP	3.30	1.55	7.51		8.12	12.23	215.6	DN	2.2 MUNRA
WFTP	A 2.55AM	A 3.10AM	1.45	7.45PM	8.00AM	12.05PM	211.9	DN-R	3.0 PENDLETON
									3.7 RIETH

W. B.—Westward Siding.	(2.50)	(0.10)	(2.45)	(2.17)	(4.15)	(6.25)	.....	Thru Time
E. B.—Eastward Siding.	27.5	22.2	28.4	34.2	18.2	12.2	.....	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. 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.

Length of siding in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	THIRD SUBDIVISION								Distance from Huntington	Time-Table No. 13 February 7, 1937	
	WESTWARD				EASTWARD					STATIONS	
	SECOND CLASS				FIRST CLASS						
	329 Mixed Daily Except Sunday	259 Time Freight Daily	251 Time Freight Daily	255 Time Freight Daily	11 Passenger Daily	21 Passenger Daily	1 STREAMLINER PASSENGER SEE NOTE BELOW	62 Passenger Daily		17 Passenger Daily	
WFTP	2:45 PM		5:00 PM		4:10 PM	4:03 AM	12:23 AM	12:06 AM	177.5	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	YOARUM	
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		4:35	4:24	12:47	12:32	197.4	DN ECHO Hi	
4,706 P	3:25		5:39		4:40	4:27	12:54	12:37	200.7	STANFIELD Nd	
P	3:32		5:46		4:46	4:31	1:00	12:43	205.3	DN HINKLE Uk	
4,703 P	3:40		VIA MUNLEY			VIA MUNLEY		VIA MUNLEY	205.3	DN HINKLE Uk	
WFTYP	A 4:00 PM	12:01 PM		2:25 AM		VIA MUNLEY	A 1:20 AM		209.3	D HERMISTON Mn	
3,110 P		12:15		2:31					215.8	DN-R UMATILLA Cs	
3,200 P		12:25		2:36					220.0	BAILEY	
3,200 P		12:35		2:42					223.2	IRRIGON	
4,980 WFYP		12:50	VIA MUNLEY	2:50					226.9	JUDSON	
4,930 P		VIA UMATILLA	5:52	VIA UMATILLA	4:50	4:34		12:47	233.2	DN MESSNER Fe	
4,901 WP			6:00		4:55	4:38		12:52	208.7	WESTLAND	
4,905 P			6:09		5:01	4:42		12:58	213.6	MUNLEY	
4,980 WFYP		12:50	6:16	2:50	5:07	4:46		1:05	219.4	CLARKE	
650		12:55	6:19	2:53	5:10	4:48		1:07	223.9	DN MESSNER Fe	
4,900 P		1:05	6:21	2:56	5:12	4:49		1:18	225.7	D BOARDMAN Bd	
4,904 P		1:33	6:49	3:00	5:16	4:52		1:23	227.5	PETERS	
5,190 P		1:50	7:04	3:06	5:22	4:57		1:37	227.8	CASTLE	
824 TP	11:45 PM	1:58	7:13	3:11	5:27	5:00		1:43	231.4	BOULDER	
5,001 P	11:50	2:02	7:18	3:13	5:29	5:02		1:45	237.2	N HEPPNER JCT. Wi	
4,924 P	11:58 PM	2:10	7:28	3:18	5:34	5:06		1:52	241.2	WILLOWS	
WB 6,296 EB 5,906 WTP	A 12:05 AM	2:30	7:48	3:26	5:44	5:11		2:00	242.7	SILICA	
4,940 P		2:45	7:56	3:31	5:49	5:16		2:10	247.1	DN ARLINGTON Mx	
4,946 WP		3:02	8:06	3:37	5:54	5:19		2:16	251.7	GILMORE	
4,917 P		3:12	8:13	3:42	5:58	5:22		2:21	255.4	BLALOCK	
4,892 P		3:17	8:17	3:45	6:03	5:24		2:24	259.9	RAMSAY	
5,000 P		3:27	8:25	3:50	6:11	5:28		2:29	263.9	QUINTON	
4,947 P		3:34	8:33	3:55	6:16	5:32		2:34	266.3	HOOK	
5,165 WP		3:42	8:39	3:58	6:19	5:35		2:38	270.6	GOFF	
5,000 P		3:50	8:45	4:01	6:21	5:37		2:42	274.6	DAY	
4,924 P		3:57	8:55	4:04	6:24	5:39		2:46	277.4	RUFUS	
6,556 YP		4:05	9:10	4:09	6:29	5:42		2:52	280.1	DN GRANT	
2,750		4:15	9:20	4:14	6:34	5:46		2:57	282.7	DN BIGGS Bx	
2,625		4:25	9:35	4:19	6:39	5:50		3:05	285.6	MILLER	
Spur		4:30	9:40	4:21	6:41	5:51		3:07	289.2	CELLO	
3,678		4:42	10:00	4:26	6:46	5:54		3:15	293.1	N OREGON TRUNK JCT. Vo	
Spur		4:50	10:30	4:32	6:52	5:58		3:25	294.3	DILLON	
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	296.0	DUNE	
W.B.—Westward Siding. (0.20)	(1.15)	(4.59)	(6.00)	(2.15)	(2.55)	(2.02)	(57)	(3.29)	297.8	BIG EDDY	
E.B.—Eastward Siding. 31.5	30.6	19.8	21.3	43.9	43.8	62.9	40.3	36.7	300.9	SEUFERT	
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.										DN-R THE DALLES Dk-Wb	
Except that No. 2 is superior to Westward trains of the same class.										127.8	

W.B.—Westward Siding. (0.20) (1.15) (4.59) (6.00) (2.15) (2.55) (2.02) (57) (3.29) Thru Time
 E.B.—Eastward Siding. 31.5 30.6 19.8 21.3 43.9 43.8 62.9 40.3 36.7 Average Speed per Hour

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

*Note.—No. 1 will run only on the following dates:
 Due to leave Rieth on the 6th, 12th, 18th, 24th and 30th, of each month.
 The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

No. 11 will stop at any station between Umatilla and The Dalles to discharge revenue passengers from Washington Division.
 No. 17 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.
 No. 21 will stop at any station to discharge revenue passengers from points east of Stanfield.
 No. 21 will stop at Blalock and Rufus to load and unload mail and express, and will stop on flag at Miller, Celilo and Big Eddy for mail.

Length of siding in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	THIRD SUBDIVISION								Distance from Portland	Time-Table No. 13 February 7, 1937	
	WESTWARD				EASTWARD					STATIONS	
	SECOND CLASS				FIRST CLASS						
	14 Mixed Daily	2 STREAMLINER PASSENGER SEE NOTE BELOW	12 Passenger Daily	18 Passenger Daily	61 Passenger Daily	252 Time Freight Daily	260 Time Freight Daily	330 Mixed Daily Except Monday			
WFTP	A 1:35 PM	A 7:45 PM		A 2:55 AM	A 3:00 AM				211.9	DN-R RIETH N	
4,699 P	1:27	7:40		2:48	2:53				208.3	BARNHART	
4,727 P	1:20	7:35		2:41	2:47				203.4	CAMPBELL	
650									201.6	YOARUM	
4,716 P	1:13	7:30		2:34	2:42				198.5	NOLIN	
4,698 WP	1:05	7:22		2:26	2:34				192.0	DN ECHO Hi	
4,706 P	12:57	7:18		2:21	2:27				188.7	STANFIELD Nd	
P	12:51	7:13		2:16	2:21				184.1	DN HINKLE Uk	
4,703 P			VIA MUNLEY						193.4	DN HINKLE Uk	
WFTYP			VIA MUNLEY	A 1:55 AM					189.4	D HERMISTON Mn	
3,110 P				1:40					182.9	DN-R UMATILLA Cs	
3,200 P				1:35					178.7	BAILEY	
3,200 P				1:30					175.5	IRRIGON	
4,980 WFYP				1:23					171.8	JUDSON	
4,930 P			VIA UMATILLA	2:11					168.5	DN MESSNER Fe	
4,901 WP				2:05					180.7	WESTLAND	
4,905 P				1:59					175.8	MUNLEY	
4,980 WFYP				1:53					170.0	CLARKE	
650				1:51					165.5	DN MESSNER Fe	
4,900 P				1:49					163.7	D BOARDMAN Bd	
4,904 P				1:44					161.9	PETERS	
5,190 P				1:37					162.2	CASTLE	
824 TP				1:28					162.2	BOULDER	
5,001 P				1:25					148.2	N HEPPNER JCT. Wi	
4,924 P				1:20					146.7	WILLOWS	
WB 6,296 EB 5,906 WTP				1:15					142.3	SILICA	
4,940 P				1:10					137.7	DN ARLINGTON Mx	
4,946 WP				1:05					134.0	GILMORE	
4,917 P				1:00					129.5	BLALOCK	
4,892 P				1:00					125.5	RAMSAY	
5,000 P				1:00					123.1	QUINTON	
4,947 P				1:00					118.8	HOOK	
5,165 WP				1:00					114.8	GOFF	
5,000 P				1:00					112.0	DAY	
4,924 P				1:00					109.3	RUFUS	
6,556 YP				1:00					106.7	DN GRANT	
2,750				1:00					103.8	DN BIGGS Bx	
2,625				1:00					100.2	MILLER	
Spur				1:00					96.3	CELLO	
3,678				1:00					95.1	N OREGON TRUNK JCT. Vo	
Spur				1:00					93.4	DILLON	
WFTOP				1:00					91.6	DUNE	
W.B.—Westward Siding. (3.05)	(2.07)	(2.10)	(2.54)	(1.00)	(4.30)	(2.00)	(0.20)		87.6	BIG EDDY	
E.B.—Eastward Siding. 41.4	60.4	45.6	44.1	38.3	21.9	19.1	31.5		84.1	SEUFERT	
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.										DN-R THE DALLES Dk-Wb	
Except that No. 2 is superior to Westward trains of the same class.										127.8	

W.B.—Westward Siding. (3.05) (2.07) (2.10) (2.54) (1.00) (4.30) (2.00) (0.20)
 E.B.—Eastward Siding. 41.4 60.4 45.6 44.1 38.3 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

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			FIRST CLASS					Distance from Huntington
	692	251	255	458	21	1	17	5	
	Time Freight	Time Freight	Time Freight	Passenger	Passenger	STREAMLINER PASSENGER	Passenger	Mail and Express	
WFTOP		7.15 PM	12.30 AM		7.10 PM	6.05 AM	5.05 AM	3.45 AM	308.3
P		7.25	12.40		7.17	6.09	5.11	3.50	307.8
3,309 P		7.40	12.55		7.24	6.16	5.19	3.58	313.4
3,165 P		7.50	1.05		7.29	6.21	5.25	4.04	317.0
3,250 P		8.05	1.15		7.34	6.25	5.31	4.10	320.3
WB 3,629 EB 5,350 WP		9.00	1.35		7.43	6.33	5.40	4.20	326.3
4,040 P		9.20	2.12		7.51	6.40	5.48	4.28	330.4
4,900 P		9.45	2.25		8.00	6.48	5.57	4.38	336.6
5,110 WP		9.58	2.32		8.05	6.54	6.03	4.43	339.8
4,900 P		10.10	2.39		8.10	6.58	6.08	4.48	342.7
4,900 P		10.33 10.43	2.46		8.16	7.03	6.14	4.55	346.6
6,783 WP		11.15	3.05		8.24	7.10	6.21	5.02	350.8
									353.7
3,315 P		11.45 PM	3.15		8.30	7.17	6.28	5.09	355.4
3,108 P		12.01 AM	3.21		8.34	7.20	6.32	5.13	358.0
									359.8
3,479 OP		12.58	3.35		8.41	7.26	6.40	5.20	363.1
4,900 P		1.30	3.45		8.48	7.30	6.46	5.26	365.5
									367.0
3,050 P		2.00	3.55		8.53	7.33	6.51	5.31	369.0
5,979 WTP		2.30	4.15		8.59	7.36	6.57	5.36	370.8
2,700 P					9.06	7.39	7.02	5.40	373.8
2,720 P		VIA KENTON	VIA KENTON		9.15	7.45	7.13	5.49	376.2
1,560 P					9.22	7.49	7.20	5.55	378.2
1,058					9.28	7.52	7.25	6.00	381.7
									385.0
									387.5
3,215 P		3.00	4.25						378.8
3,315 P		3.30	4.35						383.5
3,402		4.00	4.45						389.0
1,415 YP		4.20	4.55						390.2
IP		5.30 AM							391.5
1,415 IYP		5.35							390.3
1,415 IYP		5.35	4.20	4.55	8.58				390.3
IP		5.45	4.30	6.05	9.02				391.7
WFTYOP		A 6.00 AM	A 5.00 AM	A 6.00 AM					394.2
IP					9.13	9.33	7.55	7.30	388.8
IP									389.1
IP					A 9.20 PM	A 9.40 PM	A 8.00 AM	A 7.35 AM	389.4
									389.4

Time-Table No. 13
February 7, 1937

STATIONS		
DN-R	THE DALLES	Dk-Wh
	CRATES	Double Track
	ROWENA	
	CHATFIELD	
	MOSIER	H
DN	HOOD RIVER	KI
	MENO	
	LINDSEY	
	WYETH	
	FARLEY	
	CASCADE LOCKS	
DN	BONNEVILLE	Mu
	WARRENDALE	
	DODSON	
	ONEONTA	
	MULTNOMAH FALLS	
D	BRIDAL VEIL	Ju
	LATOURELL	
	ROOSTER ROCK	
	CORBETT	
	TAYLOR	
DN	TROUTDALE	Sn
	FAIRVIEW	
	CLARNIE	
	GRAHAM	
	BRUUN	

W. B.—Westward Siding. (0.30) 10.4 (0.45) 8.6 (0.50) 16.2 (0.24) 17.0 (2.30) 33.6 (1.55) 43.9 (2.30) 33.6 (2.25) 34.8 Thru Time
E. B.—Eastward Siding. Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Except that No. 2 is superior to Westward trains of the same class.
*Note.—No. 1 will run only on the following dates:
Due to leave The Dalles on the 6th, 12th, 18th, 24th and 30th of each month.
The time of No. 1 and No. 2 must be cleared not less than ten minutes by first class trains, and not less than fifteen minutes by second class and extra trains.
Trains and engines will be governed by Northern Pacific Terminal Company's rules and regulations while in its yard at Portland.
No. 17 will stop at any station to discharge revenue passengers from Cheyenne or points east or south thereof.
No. 17 will stop at any station between The Dalles and Portland to discharge revenue passengers from Washington Division.
No. 21 will stop at any station to discharge revenue passengers from points east of Stanfield.
No. 21 will stop on flag at Warrendale, Multnomah Falls, Latourell and Corbett for revenue passengers, mail and express to and from any point.

FOURTH SUBDIVISION

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Portland	FIRST CLASS					SECOND CLASS		
		14	561	2	12	18	252	691	
		Mixed	Passenger	STREAMLINER PASSENGER	Passenger	Passenger	Time Freight	Time Freight	
WFTOP	84.1	A 10.25 AM		A 5.38 PM	A 11.40 PM	A 11.55 PM	A 3.20 AM		
P	81.6	10.10		5.32	11.33	11.47	3.10		
3,309 P	76.0	10.01		5.25	11.25	11.39	2.58		
3,165 P	72.4	9.56		5.21	11.19	11.34	2.50		
3,250 P	69.1	9.51		5.16	11.14	11.29	2.40		
WB 3,629 EB 5,350 WP	63.1	9.41		5.08	11.05	11.20	2.25		
4,040 P	59.0	9.29		5.02	10.58	11.08	2.12		
4,900 P	52.8	9.21		4.54	10.49	10.59	2.00		
5,110 WP	49.6	9.16		4.49	10.43	10.54	1.52		
4,900 P	46.7	9.12		4.45	10.39	10.49	1.44		
4,900 P	42.8	9.07		4.40	10.33	10.43	1.35		
6,783 WP	38.8	8.59		4.33	10.26	10.36	1.25		
	35.8								
3,315 P	34.1	8.52		4.27	10.19	10.29	1.12		
3,108 P	31.4	8.48		4.24	10.15	10.25	1.06		
	29.6								
3,479 OP	28.3	8.42		4.18	10.09	10.19	12.58		
4,900 P	23.9								
	22.4	8.37		4.13	10.04	10.14	12.48		
3,050 P	20.4								
5,979 WTP	19.1	8.33		4.09	10.00	10.10	12.40		
2,700 P	15.6	8.28		4.06	9.56	10.06	12.25		
2,720 P	13.2	8.22		4.02	9.52	10.02			
1,560 P	7.7	8.15		3.57	9.46	9.53			
1,058	4.4	8.11		3.52	9.41	9.47			
	1.9	8.07		3.49	9.37	9.42			
							VIA KENTON		
3,215 P	17.0							12.17	
3,315 P	12.3							12.10 AM	
3,402	6.8							11.59 PM	
1,415 YP	5.6							11.51	
IP	6.8							A 8.05 PM	
1,415 IYP	5.6	VIA GRAHAM		A 8.55 AM				7.55	
1,415 IYP	5.6		VIA GRAHAM	8.51				11.51	
IP	4.1		VIA GRAHAM	8.47				11.46	
WFTYOP	1.6		VIA GRAHAM					11.30 PM	
IP	0.6	8.03		8.38	3.47	9.33	9.38	7.30 PM	
IP	0.3								
IP	0.0	8.00 AM		8.35 AM	3.45 PM	9.30 PM	9.35 PM		

Time-Table No. 13
February 7, 1937

STATIONS		
DN-R	THE DALLES	Dk-Wh
	CRATES	Double Track
	ROWENA	
	CHATFIELD	
	MOSIER	H
DN	HOOD RIVER	KI
	MENO	
	LINDSEY	
	WYETH	
	FARLEY	
	CASCADE LOCKS	
DN	BONNEVILLE	Mu
	WARRENDALE	
	DODSON	
	ONEONTA	
	MULTNOMAH FALLS	
D	BRIDAL VEIL	Ju
	LATOURELL	
	ROOSTER ROCK	
	CORBETT	
	TAYLOR	
DN	TROUTDALE	Sn
	FAIRVIEW	
	CLARNIE	
	GRAHAM	
	BRUUN	

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

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Except that No. 2 is superior to Westward trains of the same class.
*Note.—No. 2 will run only on the following dates:
Due to leave Portland on the 1st, 7th, 13th, 19th and 25th, of each month.
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. 14 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

GRAYS HARBOR BRANCH

EASTWARD

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

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

IP			3:25AM	2.4	BLAKESLEE JUNCTION	55.1	11:55PM	1:30AM	
				2.4	N. P. CROSSING	55.1			
				2.4	C. M. ST. P. & P. CROSSING	55.1			
1,359	P		f 3:31	5.0	GALVIN	52.5	f 11:45	f 1:23	
2,285	P	2:43AM	f 3:45	12.2	R HELSING JUNCTION	45.3	f 11:30	f 1:05	A 8:00PM
2,680	WP	2:55	s 3:50	13.7	N INDEPENDENCE Nd	43.8	s 11:25	s 1:00	7:52
1,129	P	3:10	f 4:00	18.3	BALCH	39.2	f 11:10	f 12:44	7:40
Spur				20.2	SPRUCETON	37.3			
2,718	P	3:25	f 4:07	22.2	CEDARVILLE	35.3	f 11:03	f 12:36	7:30
2,687	P	3:35	f 4:14	26.3	LANKNER	31.2	f 10:55	f 12:26	7:20
738		3:42	f 4:18	20.9	RONY	28.6	10:48	12:20	7:15
2,353	P	3:48	f 4:22	30.8	SAGINAW	26.7	f 10:45	f 12:15	7:10
I				31.5	SCHAFFER BROS. CROSSING	26.0			
Spur	WP	3:55	f 4:26	32.5	SOUTH ELMA	25.0	f 10:40	f 12:10	7:05
1,747	P	4:05	f 4:36	36.0	FULLER	21.5	f 10:30	f 12:02AM	6:50
2,744	Y	4:30	f 4:50	42.3	D SOUTH MONTESANO Mo	15.2	f 10:15	f 11:50PM	6:30
				42.3	D SOUTH MONTESANO Mo	15.2			
				43.8	MONTESANO	16.7			
2,744	Y	4:30	f 4:50	42.3	D SOUTH MONTESANO Mo	15.2	f 10:15	f 11:50	6:30
1,523	P	4:36	f 4:53	43.8	MELBOURNE	13.7	f 10:05	f 11:45	6:14
1,751		4:45	f 4:59	46.7	PREACHER'S SLOUGH	10.8	f 9:55	f 11:35	5:50
1,204				48.8	BLUE SLOUGH	8.7			
6,107	WYOP	5:00	s 5:10	51.2	COSMOPOLIS	6.3	s 9:40	s 11:25	5:35
				53.3	N. P. CROSSING	4.2			
4,135	WIYOP	5:15AM	s 5:25AM	53.9	DN-R ABERDEEN Sa	3.6	s 9:30PM	s 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)	(2.45)	Thru Time	(3.10)	(2.45)	(3.00)
14.9	20.9	Average Speed per Hour	18.2	20.9	15.1

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

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

Time Inspectors are located as shown below:

The Ball Railroad Time Service, Chicago, Ill.
 R. V. Owens, General Supervisor of Time Service, Omaha.
 Huntington..... C. R. Logan
 Baker..... Palmer Bros.
 La Grande..... J. H. Peare and Son
 Pendleton..... Herb Green
 The Dalles..... Norman E. Potter
 Portland..... Weisfield & Goldberg
 Portland..... N. L. Nielson
 Portland..... W. L. Young

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

Standard clocks are located as shown below:

Huntington..... Round House
 Huntington..... Yard Telegraph Office
 Huntington..... Depot Telegraph Office
 Durkee..... Telegraph Office
 Baker..... Telegraph Office
 La Grande..... Dispatcher's Office
 La Grande..... Depot Telegraph Office
 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
Ralph M. Dodson.....	District 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.	Huntington, Ore.
R. M. Fouch.....	Surgeon.....	Huntington, Ore.	Baker to Huntington.
C. G. Patterson.....	Surgeon.....	Baker, Ore.	La Grande to Huntington.
John B. Gregory.....	Surgeon.....	Wallowa, Ore.	Elgin to Enterprise.
C. T. Hockett.....	Surgeon.....	Enterprise.....	Elgin to Joseph.
Chas. A. Ault.....	Surgeon.....	Enterprise, Ore.	Elgin to Enterprise.
C. L. Gilstrap.....	Surgeon.....	La Grande, Ore.	Pendleton to Baker—La Grande to Elgin.
C. E. Branner.....	Surgeon.....	La Grande, Ore.	Pendleton to Baker—La Grande to Elgin.
Leo B. Bouvy.....	Specialist.....	La Grande, Ore.	La Grande.
H. J. Kavanaugh.....	Surgeon.....	Pendleton, Ore.	Arlington to La Grande.
J. P. Brennan.....	Surgeon.....	Pendleton, Ore.	Umatilla to Pendleton.
F. B. Belt.....	Surgeon.....	Hermiston, Ore.	Boardman to Stanfield.
A. D. McMurdo.....	Surgeon.....	Heppner, Ore.	Heppner Jct. to Heppner.
J. V. Wilhelm.....	Surgeon.....	Arlington, Ore.	The Dalles to Umatilla and Arlington to Condon.
W. J. Miller.....	Surgeon.....	Condon, Ore.	Arlington to Condon.
C. L. Poley.....	Surgeon.....	Moro, Ore.	Biggs to Shaniko.
J. C. Vandeventer.....	Surgeon.....	Bend, Ore.	Ainsworth to Bend.
Reuter, Thompson, Coberth, Griffith & Taylor.....	Surgeons.....	The Dalles, Ore.	Hood River to Umatilla.
Young & Payne.....	Specialists.....	The Dalles, Ore.	Hood River to Umatilla.
C. W. McCain.....	Surgeon.....	Hood River, Ore.	Portland to The Dalles.
J. B. Blair.....	Surgeon.....	Vancouver, Wash.	Albina to Kalama.
W. R. Scott.....	Surgeon.....	Centralia, Wash.	Winlock to Tenino, Centralia to South Elma and Tono Branch.
I. R. Watkins.....	Surgeon.....	Aberdeen, Wash.	Cosmopolis to Aberdeen.
H. C. Watkins.....	Surgeon.....	Hoquiam, Wash.	Centralia to Hoquiam.
W. L. Bridgford.....	Surgeon.....	Olympia, Wash.	Olympia to East Olympia.
C. P. Gammon.....	Surgeon.....	Tacoma, Wash.	Tenino to Auburn.
F. R. Underwood.....	Surgeon.....	Seattle, Wash.	Tacoma to Seattle.
S. M. Samuels.....	Specialist.....	Seattle, Wash.	Portland to Seattle.

F. N. FINCH, General Manager

G. L. WHIPPLE, General Superintendent Transportation

H. A. CONNETT, Superintendent..... Portland, Ore.
 P. T. McCARTHY, Assistant Superintendent..... Portland, Ore.
 J. C. McFARLAND, Trainmaster..... La Grande, Ore.

First and Second Subdivisions and Branches

B. B. JOHNSON, Chief Train Dispatcher..... La Grande, Ore.
 J. B. McLaughlin, Night Chief Train Dispatcher..... La Grande, Ore.
 T. A. McKinstry, Train Dispatcher..... La Grande, Ore.
 C. F. Roberts, Train Dispatcher..... La Grande, Ore.
 V. B. Dygart, Train Dispatcher..... La Grande, Ore.
 D. B. Lavever, Train Dispatcher..... La Grande, Ore.
 M. A. Stearns, Train Dispatcher..... La Grande, Ore.
 G. C. Cooper, Train Dispatcher..... La Grande, Ore.

Third, Fourth and Fifth Subdivisions and Branches

H. M. TURNER, Chief Train Dispatcher..... Portland, Ore.
 R. W. Testers, Night Chief Train Dispatcher..... Portland, Ore.
 E. M. Ringer, Train Dispatcher..... Portland, Ore.
 W. A. Milner, Train Dispatcher..... Portland, Ore.
 W. W. Smith, Train Dispatcher..... Portland, Ore.
 L. L. Rudd, Train Dispatcher..... Portland, Ore.
 C. D. Brown, Train Dispatcher..... Portland, Ore.