



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. 20**

**Effective Sunday,
Sept. 29, 1940**

At 12:01 A. M. Pacific Time



FOR EMPLOYEES 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. 20 Sept. 29, 1940
251	691	257	681	259	255	1	11	17	25	561	5	62			
Time Freight	Time Freight	Freight	Time Freight	Time Freight	Time Freight	STREAMLINER PASSENGER	Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger			
Daily	Daily Except Saturday	Daily	Daily	Daily	Daily	SEE ★NOTE BELOW	Daily	Daily	Daily	Daily	Daily	Daily			
		7.25PM 11.55PM			3.10AM 8.30AM	11.32PM 1.53AM		6.10PM 9.15PM	9.45AM 12.38PM				0.0 99.6		
		8.35AM		2.45PM	6.00PM	3.58AM 4.03AM		11.56PM 12.08AM	3.00PM 3.10PM				173.8 177.5		
10.10PM 2.05AM 7.30AM 12.01PM 7.15PM							9.30PM 11.41PM						400.3 296.4 243.1		
							1.07AM 2.05AM					A 1.20AM	216.8		
A 5.00AM	8.00PM 1.01AM 4.00AM A 6.00AM		3.00PM 6.30PM 8.35PM A 10.00PM		A 6.00AM	6.05AM A 8.00AM	A 4.20AM	4.50AM A 7.20AM	6.05PM A 8.40PM		3.45AM A 6.10AM		305.3 389.4 394.2		
													480.6 534.6 569.6 572.7		
(80.50)	(10.00)	(8.10)	(7.00)	(1.15)	(26.50)	(6.28) 46.0	(6.50) 41.5	(13.10) 29.6	(10.55) 35.7	(5.45) 31.8	(2.25) 34.8	(1.15) 33.6	.....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.

CONDENSED TIME-TABLE

EASTWARD

Time- Table No. 20 Sept. 29, 1940	Distance from Portland	FIRST CLASS						SECOND CLASS						
		61	44	458	2	10	12	18	692	258	260	690	252	
		Passenger	Mixed	Passenger	STREAMLINER PASSENGER	Mer- chandise	Passenger	Passenger	Time Freight	Freight	Time Freight	Time Freight	Time Freight	
HUNTINGTON	389.4		A 7.25PM		A 3.08AM	A 4.45AM		A 8.10AM		A 5.30PM	A 2.30AM			
LA GRANDE	289.9		4.25PM		12.47AM	2.00AM		6.30AM		12.45PM	7.30PM			
PENDLETON	215.6	A 3.00AM	1.55PM		10.36PM	11.40PM		3.10AM						
RIETH	211.9	2.50AM	1.35PM		10.30PM	11.30PM		2.35AM		8.00AM	12.05PM			
SPOKANE	387.5							A 7.00AM					A 1.30AM	
AYER	263.6							4.10AM					7.50PM	
WALLULA	210.3							2.55AM					5.30PM	
UMATILLA	183.0	1.50AM						1.50AM			9.30AM		4.00PM	
THE DALLES	84.2		10.30AM		8.23PM	8.50PM		11.40PM		11.50PM			4.30AM	
PORTLAND	0.0		8.00AM	A 9.10PM	6.30PM	6.45PM		9.30PM		9.35PM				
ALBINA	1.6									A 1.00PM			A 3.45AM	
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										
		Daily	Daily	Daily	SEE ★NOTE BELOW	Daily Ex. Sat. and Sun.	Daily	Daily		Daily	Daily	Daily	Daily Except Sunday	Daily
Thru Time.....		(1.10)	(11.25)	(4.50)	(8.38)	(10.00)	(9.30)	(10.35)		(10.80)	(9.30)	(17.00)	(9.45)	(25.45)
Average Speed per Hour		36.0	34.1	37.9	45.1	38.9	38.6	36.8						

*Note.—No. 2 will run only on the following dates:
Due to leave Portland on the 1st, 7th, 13th, 19th and 25th, of each month.

WESTWARD

JOSEPH BRANCH

EASTWARD

Length of sidings in feet.	See Rule 6-A	FIRST CLASS		Distance from Joseph	Time-Table No. 20 September 29, 1940		Distance from La Grande	FIRST CLASS	
			305 Mixed			304 Mixed			
			Daily		STATIONS				
1,504	OWXY		11.30AM	0.0	D-R JOSEPH J	83.8	A 10.15AM		
1,672	X		12.30PM	5.8	D ENTERPRISE Ra	78.0	10.00		
2,000			12.53	16.0	D LOSTINE Ne	67.8	9.07		
1,448	WXY		1.10	23.8	D WALLOWA Wo	60.0	8.50		
Spur				27.1	SEVIER	56.7			
1,202			1.22	29.7	WADE	54.1	f 8.30		
753	{W.M.P. 49.0}		1.42	36.7	MINAM	47.1	s 8.10		
Spur			1.58	43.2	VINCENT	40.6	f 7.54		
502				46.6	RONDOWA	37.2			
2,098	{W.M.P. 32.6}		2.15	50.0	LOOKING GLASS	33.8	f 7.37		
1,678			2.37	58.7	GULLING	25.1	f 7.15		
1,834	WXY		2.50	62.9	D ELGIN Gu	20.9	s 7.05		
1,294			3.15	71.5	D IMBLER Br	12.8	s 6.32		
1,125			3.25	78.4	ALICEL	8.4	f 6.22		
430				77.9	CONLEY	5.9	f		
715			3.40	81.2	ISLAND CITY	2.6	f 6.10		
	BCJKOP TWXYZ		A 4.00PM	83.8	DN-R LA GRANDE Diepr Q Ra	0.0	6.00AM		
					(83.8)		Daily		
		(4.30) 18.6		.....Thru Time.....		(4.15) 19.7			
				.....Average Speed per Hour.....					

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

OREGON DIVISION		WASHINGTON DIVISION		GRAND TOTAL	
Main Line.....	619.09	Main Line.....	183.64	Main Line.....	802.73
Branches.....	508.72	Branches.....	675.37	Branches.....	1184.09
Total.....	1127.81	Total.....	859.01	Total.....	1986.82

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Length of sidings in feet.	See Rule 6-A	Distance from Rieth	Time-Table No. 20 September 29, 1940		Distance from Pilot Rock
			STATIONS		
	BCJKOP TWX	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	TWX	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 S-72.

WESTWARD

FIRST SUBDIVISION

Length of sidings in feet.	See Rule 6-A	SECOND CLASS		FIRST CLASS			Distance from Huntington	Time-Table No. 20		
		257	255	1	17	25		September 29, 1940		
		Freight	Time Freight	STREAMLINER PASSENGER	Passenger	Passenger		STATIONS		
	BCKO PTWXYZ	Daily	Daily	SEE NOTE BELOW	Daily	Daily	0.0	DN-R	HUNTINGTON	Hu
		7.25 ⁴⁴ PM	3.10 ² AM	11.32 ^{PM}	6.10 ^{PM}	9.45 ^{AM}				
3,636	P	7.40	3.25	11.41	6.19	9.55	4.8	D	LIME	By
3,671	P	7.47	3.35	11.48	6.23	10.00	8.6		JETT	
3,603	PW	7.55	3.45	11.53 ^{PM}	6.28	10.06	12.2		WEATHERBY	
3,635	P	8.05	3.55	12.02 ^{AM}	6.36	10.14	17.1		NELSON	
WB 3,617 EB 3,564	BKPWX Y	8.20	4.07 ¹⁰	12.06	6.42 ⁴⁴	10.20	20.6	DN	DURKEE	Du
3,560	P	8.30	4.15	12.11	6.47	10.25	24.2		LEONARD	
3,633	P	8.40	4.25	12.18	6.55	10.31	27.7		OXMAN	
3,720	P	8.50	4.35	12.25	7.02	10.37	30.8		HINDMAN	
WB 3,651 EB 3,950	OPWY	9.00	4.45	12.32	7.11	10.43	34.0	D	PLEASANT VALLEY	Vy
3,668	PXY	9.15	4.55	12.37 ²⁰⁰	7.17	10.49	37.6		ENCINA	
4,108	P	9.27	5.10	12.44	7.24	10.56	41.9		QUARTZ	
WB 9,083 EB 2,971	BKOPW XYZ	9.39	5.25	12.52	7.35	11.09	47.7	DN	BAKER	Bo
3,629	P	9.45	5.35	12.57	7.44	11.15	52.2		WING	
3,350	P	9.56	5.45	1.02	7.54	11.23	58.1	D	HAINES	Kb
3,600	P	10.05 ²⁰⁰	5.55	1.06	8.05	11.29	62.8		HUTCHINSON	
WB 3,995 EB 3,634	PW	10.13	6.18 ¹⁸	1.10	8.12	11.36	67.4	D	NORTH POWDER	Hd
3,624	P	10.18	6.28	1.13	8.17	11.40	70.4		LUN	
3,526	P	10.24	6.40	1.17	8.23	11.46	74.1		SAGO	
WB 3,521 EB 3,638	CPVWXY	10.33	6.50	1.21	8.28	11.51	78.9	DN	TELOCASET	Wk
3,914	P	10.43	7.00	1.28	8.34	11.57 ^{AM}	80.9		CROOKS	
3,576	P	10.53	7.10	1.34	8.40 ²⁰⁰	12.03 ^{PM}	84.2		PYLE	
3,474	PVWY	11.02	7.20	1.40	8.45	12.08	87.1	D	UNION JCT.	Un
3,650	P	11.08	7.30	1.43	8.50	12.15	90.7		HOT LAKE	
3,528	P	11.14	7.40	1.46	8.55	12.20	94.5		LONETREE	
	BCJKOP TWXYZ	11.25 ^{PM}	7.55 ^{AM}	1.53 ¹⁰ AM	9.05 ^{PM}	12.30 ²⁵⁸ PM	99.5	DN-R	LA GRANDE	Dispr Q Ra
							(99.5)			

W. B.—Westward Siding.	(4.00)	(4.45)	(2.21)	(2.55)	(2.45)	..... Thru Time
E. B.—Eastward Siding.	24.9	20.9	42.3	34.1	36.1	..... Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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 five 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 at Haines, North Powder and Hot Lake to let off passengers originating at Huntington or east thereof, and to pick up passengers for scheduled stopping points of No. 17 and for stations north of Pendleton and Umatilla.
 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.	See Rule 6-A	FIRST CLASS				SECOND CLASS		Distance from Portland	Time-Table No. 20		
		2	10	18	44	258	260		September 29, 1940		
		STREAMLINER PASSENGER	Merchandise	Passenger	Mixed	Freight	Time Freight		STATIONS		
	BCKO PTWXYZ	As 3.08 ²⁵⁵ AM	A 4.45 ^{AM}	A 8.10 ^{AM}	A 7.25 ²⁵⁷ PM	A 5.30 ^{PM}	A 2.30 ^{AM}	389.4	DN-R	HUNTINGTON	Hu
3,636	P	2.57	4.32	7.56	7.07	5.15	2.15	384.6	D	LIME	By
3,671	P	2.52	4.25	7.50	7.00	5.05	2.09	380.8		JETT	
3,603	PW	2.46	4.19	7.44	6.54	4.55	2.02	377.2		WEATHERBY	
3,635	P	2.37	4.12	7.37	6.47	4.42	1.52	372.3		NELSON	
WB 3,617 EB 3,564	BKPWX Y	2.32	4.07 ²⁵⁵	7.32	6.42 ¹⁷	4.34	1.45	368.8	DN	DURKEE	Du
3,560	P	2.27	4.01	7.27	6.34	4.26	1.35	365.2		LEONARD	
3,633	P	2.21	3.54	7.20	6.27	4.16	1.15	361.7		OXMAN	
3,720	P	2.15	3.47	7.14	6.20	4.08	1.05	358.6		HINDMAN	
WB 3,651 EB 3,950	OPWY	2.08	3.40	7.08	6.13	3.48	12.45	355.4	D	PLEASANT VALLEY	Vy
3,668	PXY	2.02	3.34	7.00	6.07	3.35	12.37 ¹ AM	351.8		ENCINA	
4,108	P	1.55	3.28	6.53	5.59	3.20	11.55 ^{PM}	347.5		QUARTZ	
WB 9,083 EB 2,971	BKOPW XYZ	1.48	3.20	6.45	5.50	3.07	11.30	341.7	DN	BAKER	Bo
3,629	P	1.43	3.06	6.34	5.37	3.00	10.58	337.2		WING	
3,350	P	1.39	3.00	6.28	5.29	2.52	10.20	331.3	D	HAINES	Kb
3,600	P	1.35	2.54	6.23	5.22	2.45	10.05 ²⁵⁷	326.6		HUTCHINSON	
WB 3,995 EB 3,634	PW	1.31	2.49	6.18 ²⁵⁵	5.15	2.36	9.50	322.0	D	NORTH POWDER	Hd
3,624	P	1.28	2.45	6.14	5.10	2.27	9.40	319.0		LUN	
3,526	P	1.21	2.39	6.09	5.05	2.17	9.25	315.3		SAGO	
WB 3,521 EB 3,638	CPVWXY	1.17	2.35	6.05	5.00	2.10	9.15	312.5	DN	TELOCASET	Wk
3,914	P	1.11	2.29	5.57	4.53	1.53	8.55	308.5		CROOKS	
3,576	P	1.04	2.23	5.51	4.48	1.43	8.40 ¹⁷	305.2		PYLE	
3,474	PVWY	12.59	2.17	5.45	4.43	1.30	8.10	302.3	D	UNION JCT.	Un
3,650	P	12.56	2.12	5.40	4.38	1.14	7.55	298.7		HOT LAKE	
3,528	P	12.53	2.07	5.36	4.33	12.57	7.45	294.9		LONETREE	
	BCJKOP TWXYZ	12.47 ^{AM}	2.00 ¹ AM	5.30 ^{AM}	4.25 ^{PM}	12.45 ²⁵ PM	7.30 ^{PM}	289.9	DN-R	LA GRANDE	Dispr Q Ra
							(99.5)				

W. B.—Westward Siding.	Thru Time.....	(2.21)	(2.45)	(2.40)	(3.00)	(4.45)	(7.00)
E. B.—Eastward Siding.	Average Speed per Hour.....	42.3	36.2	37.3	33.1	20.9	14.2

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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 2nd, 8th, 14th, 20th and 26th, of each month.
 The time of No. 1 and No. 2 must be cleared not less than five 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						Distance from Huntington	Time-Table No. 20 September 29, 1940	
Length of sidings in feet.	See Rule 6-A	SECOND CLASS		FIRST CLASS					STATIONS	Dispr Q Ra
		257 Freight Daily	255 Time Freight Daily	17 Passenger Daily	25 Passenger Daily	1 STRAKLENER PASSENGER SEE ★ NOTE BELOW Daily	62 Passenger Daily			
	BCJKOP TWXYZ	11.55 ^{PM}	8.30 ^{AM}	9.15 ^{PM}	12.38 ^{PM}	1.53 ^{AM}	99.8	DN-R	LA GRANDE	
3,634	P	12.05 ^{AM}	8.40	9.22	12.46	2.00	108.6		PERRY	
WB 3,661 EB 3,669	PVWXY	12.13	8.50	9.28	12.52	2.05	107.6	D	HILGARD	
3,645	P	12.23 ²	9.05	9.38	1.00	2.13	111.2		GLOVER	
3,550	P	12.37	9.15	9.43	1.05	2.19	113.5		MOTANIC	
3,900	P {W.M.P. 275.1}	12.44	9.25	9.49	1.09	2.25	115.6		BODIE	
		12.50 ¹⁰	9.30	9.53	1.12	2.29	117.5		NORDEEN	
C 3,516	BKOPW XY	1.00	9.50	9.55	1.16	2.32	118.4	DN	KAMELA	
	P	1.10 ¹⁰	9.59	10.00	1.21	2.37	121.3		ROSS	
WB 5,250 EB 3,680	PWX	1.30	10.10	10.06	1.27	2.43	124.5	DN	MEACHAM	
3,657	P	1.43	10.28 ²⁵⁸	10.14	1.35	2.52	128.8		PORTER	
4,188	P	2.03	10.50	10.20	1.41	2.58	132.0		HURON	
4,417	PW	2.11	11.00	10.26	1.46	3.04	135.7		CAMP	
3,661	P	2.16	11.06	10.30	1.49	3.08	137.9		NORTH FORK	
WB 3,661 EB 3,650	PWY	2.24	11.15	10.35	1.54	3.13	141.3	D	DUNCAN	
3,648	P	2.29	11.20	10.40	1.58	3.18	144.2		SLOAN	
3,634	P	2.34	11.25	10.45	2.02	3.22	147.8		CONWAY	
5,145	P	2.39	11.29	10.50	2.08	3.26	150.0		BONIFER	
WB 3,812 EB 4,202	PWXY	2.43	11.34	10.55	2.12	3.30	152.4	DN	GIBBON	
4,825	P	2.48	11.39	11.02 ³	2.22 ⁴⁴	3.34 ¹⁸	155.0		TUMIA	
3,630	P	2.53	11.44	11.07	2.26	3.37	157.4		THORN HOLLOW	
4,876	P	2.57	11.49	11.11	2.30	3.40	160.0		HOMLY	
3,695	PW	3.01	11.54	11.15	2.34	3.44	162.4		CAYUSE	
3,647	P	3.05	11.59 ^{AM}	11.18	2.38	3.46	164.8		MINTHORN	
3,569	P	3.17 ¹⁸	12.11 ^{PM}	11.23	2.43	3.51	168.6		MISSION	
4,902	P	3.22	12.15	11.26	2.46	3.53	170.8		MUNRA	
3,522	BKPVV XYZ	3.27	12.23 ²⁶⁰	11.35 ¹⁰	2.55	3.58	173.8	DN	PENDLETON	
	BCJKO PTWX	A 3.35 ^{AM}	A 12.35 ^{PM}	A 12.06 ^{AM}	A 3.10 ^{PM}	A 4.03 ^{AM}	A 12.15 ^{AM}	DN-R	RIETH	

W. B.—Westward Siding. (3.40) (4.05) (2.51) (2.32) (2.10) (0.10) Thru Time
 E. B.—Eastward Siding. 23.0 19.0 27.3 30.7 36.0 22.2 Average Speed per Hour
 C.—Center Siding.

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

WESTWARD		SECOND SUBDIVISION						Distance from Portland	Time-Table No. 20 September 29, 1940	
Length of sidings in feet.	See Rule 6-A	SECOND CLASS		FIRST CLASS					STATIONS	Dispr Q Ra
		18 Passenger	61 Passenger	44 Mixed	2 STRAKLENER PASSENGER	10 Mer- chandise	258 Freight				260 Time Freight
	BCJKOP TWXYZ	289.9	A 5.20 ^{AM}	A 4.15 ^{PM}	A 12.47 ^{AM}	A 1.48 ^{AM}	A 12.15 ^{PM}	A 6.30 ^{PM}	DN-R	LA GRANDE
3,634	P	289.8	5.07	4.01	12.37	1.38	12.02 ^{PM}	6.10		PERRY
WB 3,661 EB 3,669	PVWXY	281.9	5.00	3.54	12.30	1.31	11.55 ^{AM}	6.00	D	HILGARD
3,645	P	278.2	4.52	3.47	12.23 ²⁵⁷	1.25	11.45	5.48		GLOVER
3,550	P	275.9	4.47	3.42	12.18	1.20	11.28	5.28		MOTANIC
3,900	P {W.M.P. 275.1}	273.8	4.43	3.38	12.14	1.16	11.22	5.15		BODIE
		271.9	4.40	3.34	12.10	1.12	11.16	4.55		NORDEEN
C 3,516	BKOPW XY	271.0	4.38	3.32	12.08	1.10	11.13	4.50	DN	KAMELA
	P	268.1	4.32	3.25	12.02 ^{AM}	1.04 ²⁵⁷	10.58	4.30		ROSS
WB 5,250 EB 3,680	PWX	264.9	4.27	3.19	11.57 ^{PM}	12.59	10.48	4.15	DN	MEACHAM
3,657	P	260.6	4.15	3.09	11.47	12.51	10.28	3.55		PORTER
4,188	P	257.4	4.09	3.02	11.38	12.44	10.12	3.35		HURON
4,417	PW	253.7	4.04	2.56	11.32	12.38	10.02	3.25		CAMP
3,661	P	251.5	4.01	2.52	11.28	12.34	9.54	3.05		NORTH FORK
WB 3,661 EB 3,650	PWY	248.1	3.57	2.46 ²⁶⁰	11.23	12.29	9.46	2.46 ⁴⁴	D	DUNCAN
3,648	P	246.2	3.52	2.40	11.18	12.24	9.40	2.25		SLOAN
3,634	P	242.1	3.47	2.35	11.13	12.19	9.34	2.17		CONWAY
5,145	P	239.4	3.43	2.31	11.08	12.15	9.28	2.08 ²⁵		BONIFER
WB 3,812 EB 4,202	PWXY	237.0	3.39	2.27	11.05	12.11	9.15	1.40	DN	GIBBON
4,825	P	234.4	3.34 ¹	2.22 ²⁵	11.02 ¹⁷	12.07	9.04	1.32		TUMIA
3,630	P	232.0	3.31	2.19	10.59	12.04 ^{AM}	8.56	1.25		THORN HOLLOW
4,876	P	229.4	3.28	2.15	10.55	11.59 ^{PM}	8.48	1.18		HOMLY
3,695	PW	227.0	3.25	2.11	10.51	11.56	8.40	1.00		CAYUSE
3,647	P	224.6	3.22	2.08	10.49	11.53	8.33	12.54		MINTHORN
3,569	P	220.8	3.17 ²⁵⁷	2.03	10.45	11.48	8.25	12.44		MISSION
4,902	P	218.6	3.14	2.00	10.41	11.45	8.20	12.38		MUNRA
3,522	BKPVV XYZ	215.6	3.10 ²⁶⁰	2.45	10.36	11.40 ¹⁷	8.12	12.23 ²⁵⁵	DN	PENDLETON
	BCJKO PTWX	211.9	2.35 ^{AM}	2.50 ^{AM}	1.35 ^{PM}	10.30 ^{PM}	11.30 ^{PM}	8.00 ^{AM}	DN-R	RIETH

W. B.—Westward Siding. (2.45) (0.10) (2.40) (2.17) (2.18) (4.15) (6.25)
 E. B.—Eastward Siding. 28.4 22.2 29.2 34.2 33.9 18.2 12.2
 C.—Center Siding. Thru Time..... Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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 five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

For movement of Washington Division trains between junction and passenger station at Pendleton, see Special Rule 98 (S).
 No. 18 will stop on flag at any station for revenue passengers when destined Cheyenne or beyond.

WESTWARD THIRD SUBDIVISION

THIRD SUBDIVISION EASTWARD

Time-Table No. 20
September 29, 1940

Time-Table No. 20
September 29, 1940

Length of siding in feet	See Rule 6-A	SECOND CLASS						FIRST CLASS					Distance from Huntington	STATIONS		
		329 Mixed	315 Mixed	255 Time Freight	259 Time Freight	251 Time Freight	313 Mixed	25 Passenger	1 STREAMLINER PASSENGER	11 Passenger	62 Passenger	17 Passenger				
	BCJKO PTWX			5:00PM	2:45PM			3:10PM	4:03AM			12:15AM	12:06AM	177.5	DN-R REITH N	
4,621	P			5:07	2:50			3:15	4:07			12:23	12:11	181.1	BARNHART	
4,729	P			5:15	2:58			3:21	4:12			12:29	12:17	186.0	CAMPBELL	
650														187.8	YOAKUM	
4,699	P			5:23	3:05			3:27	4:17			12:35	12:24	190.9	NOLIN	
4,655	PW			5:33	3:15			3:35	4:24			12:44	12:32	197.4	ECHO	
4,096	P			5:39	3:20			3:40	4:27			12:51	12:37	200.7	STANFIELD	
	JP			6:46	3:27			3:45	4:31			12:57	12:43	205.3	HINKLE	
	JP											12:57		205.3	HINKLE	
4,613	P													209.8	HERMISTON	
	BJKOP TWXY													215.8	UMATILLA	
8,081	P													220.0	BAILEY	
8,183	P													223.2	IRRIGON	
8,138	P													226.9	JUDSON	
4,852	JPWY													233.2	MESSNER	
4,842	P			5:52				3:50	4:34			12:48		208.7	WESTLAND	
4,787	PW			6:00				3:55	4:38			12:56		213.6	MUNLEY	
4,794	P			6:09				4:01	4:42			1:05		219.4	CLARKE	
4,852	JPWY			6:16				4:07	4:46	2:30		1:16 ¹²		223.9	MESSNER	
839	P			6:22				4:10	4:48	2:33		1:20		225.7	BOARDMAN	
4,778	P			6:27				4:12	4:49	2:36		1:29 ¹⁸		227.5	PETERS	
4,776	P			6:40				4:16	4:52	2:40		1:34		231.4	CASTLE	
5,061	P			6:59				4:22	4:57	2:46		1:40		237.2	BOULDER	
780	JP	11:45PM		7:12				4:27	5:00	2:51		1:45		241.2	HEPPNER JCT.	
4,870	P	11:50		7:15				4:29	5:02	2:53		1:48		242.7	WILLOWS	
4,772	P	11:58PM		7:28				4:34	5:06	2:58		1:53		247.1	SILICA	
WB 6,255 EB 5,880	JOPTWX	12:05AM		7:45				4:40	5:11	3:03		2:00		251.7	ARLINGTON	
4,918	P			7:51				4:50	5:15	3:11		2:10		255.4	GILMORE	
4,799	PW			7:58				4:56	5:19	3:17		2:16		259.9	BLALOCK	
4,765	P			8:04				5:01	5:22	3:22		2:21		263.9	RAMSAY	
4,769	P			8:08				5:04	5:24	3:25		2:24		266.3	QUINTON	
4,854	P			8:14				5:09	5:28	3:30		2:29		270.6	HOOK	
4,805	P			8:20				5:14	5:32	3:35		2:34		274.6	GOFF	
5,070	PW			8:50 ²				5:17	5:35	3:38		2:38		277.4	DAY	
4,879	P			9:21 ¹⁰				5:20	5:37	3:41		2:42		280.1	RUFUS	
4,834	P			9:31				5:23	5:39	3:44		2:46		282.7	GRANT	
6,376	JP			9:42				5:29	5:42 ²⁵²	3:49		2:52		285.6	BIGGS	
2,638	P			9:56				5:34	5:46	3:54		2:57		289.2	MILLER	
2,516	P			10:11				5:39	5:50	3:59		3:05		293.1	CELLO	
	JPV			9:30PM				5:41	5:51	4:01		3:07		294.3	OREGON TRUNK JCT.	
	Spur													298.0	DILLON	
8,560	P			9:40	10:30			5:46	5:54	4:06		3:15		297.8	DUNE	
	Spur			9:50	10:45			5:52	5:58	4:12		3:25		301.8	SEUFERT	
	BKOPT WXZ			11:00PM	11:00PM			5:00PM	4:25AM	6:00PM		6:05AM	4:20AM	3:35AM	305.3	THE DALLES

Length of siding in feet	See Rule 6-A	FIRST CLASS						SECOND CLASS					Distance from Portland	STATIONS		
		61 Passenger	44 Mixed	2 STREAMLINER PASSENGER	10 Merchandise	12 Passenger	18 Passenger	314 Mixed	330 Mixed	252 Time Freight	260 Time Freight	312 Mixed				
				10:30PM	11:20PM											DN-R RIETH N
				10:25	11:15											BARNHART
				10:20	11:10											CAMPBELL
																YOAKUM
																NOLIN
																ECHO
																STANFIELD
																HINKLE
																HINKLE
																HERMISTON
																UMATILLA
																BAILEY
																IRRIGON
																JUDSON
																MESSNER
																WESTLAND
																MUNLEY
																CLARKE
																MESSNER
																BOARDMAN
																PETERS
																CASTLE
																BOULDER
																HEPPNER JCT.
																WILLOWS
																SILICA
																ARLINGTON
																GILMORE
																BLALOCK
																RAMSAY
																QUINTON
																HOOK
																GOFF
																DAY
																RUFUS
																GRANT
																BIGGS
																MILLER
																CELLO
																OREGON TRUNK JCT.
																DILLON
																DUNE
																SEUFERT
																THE DALLES

W.B.—Westward Siding Thru Time..... (0.20) (0.30) (6.00) (1.15) (4.59) (0.30) (2.50) (2.02) (2.15) (1.05) (3.29) Thru Time
 E.B.—Eastward Siding. Average Speed per Hour 31.5 22.0 21.3 30.6 19.8 22.0 45.1 62.9 43.9 35.3 36.7

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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 Reith 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 five 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 and Cello for mail.

W.B.—Westward Siding Thru Time..... (1.00) (3.06) (2.07) (2.30) (2.05) (2.45) (0.24) (0.20) (4.30) (2.00) (0.20)
 E.B.—Eastward Siding. Average Speed per Hour 38.3 41.4 60.4 51.1 47.4 46.5 37.5 31.5 21.9 19.1 33.0

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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 five 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										EASTWARD									
Length of sidings in feet.	See Rule 6-A	SECOND CLASS				FIRST CLASS					Distance from Huntington	Time-Table No. 20									
		251	692	690	255	458	25	1	17	5		September 29, 1940									
		Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	STREAMLINER PASSENGER	Passenger	Mail and Express		STATIONS									
	BKOPT WXZ	7.15PM			12.30AM						305.3	DN-R THE DALLES Dk-Wb									
	P	7.25			12.40						307.8	CRATES									
3,290	P	8.10 ² 8.30 ¹⁰			12.55						313.4	ROWENA									
3,153	P	8.44			1.05						317.0	CHATFIELD									
3,090	P	8.55			1.15						320.8	MOSIER H									
WB 3,530 EB 5,230	PVWX	9.15			1.35						328.3	DN HOOD RIVER Ki									
3,925	P	9.30			2.12						330.4	MENO									
4,794	P	9.50			2.25						336.6	LINDSEY									
5,036	PW	10.00			2.32						339.8	WYETH									
4,831	P	10.12			2.39						342.7	FARLEY									
4,779	P	10.28 ¹² 10.38 ¹⁸			2.46						346.6	CASCADE LOCKS									
5,568	PW	11.15			3.05						350.6	DN BONNEVILLE Mu									
											353.6	WARRENDALE									
3,243	P	11.45PM			3.15						355.3	DODSON									
3,010	P	12.01AM			3.21						358.0	ONEONTA									
											359.8	MULTNOMAH FALLS									
3,386	PZ	1.06 ²⁵²			3.35						363.1	D BRIDAL VEIL Ju									
											365.5	LATOURELL									
4,815	P	1.30			3.45						367.0	ROOSTER ROCK									
											369.0	CORBETT									
2,968	P	2.00			3.55						370.8	TAYLOR									
5,834	JPTW	2.30			4.15						373.8	DN TROUTDALE Sn									
2,600	P	VIA KENTON			VIA KENTON						376.2	FAIRVIEW Fa									
2,708	P										381.7	CLARNIE									
1,489	PX										385.0	GRAHAM									
1,028	PX										387.5	BRUN									
												HEMLOCK									
2,787	P	3.00			4.25						378.8	FIR									
3,219	P	3.30			4.35						383.5	KENTON									
3,325	PX	4.00			4.45						389.0	PENINSULA JCT.									
1,415	LJPXY	4.20			4.55						390.2	DN NORTH PORTLAND JCT. KD									
	LJPVX		12.30PM	3.15AM							391.5	PENINSULA JCT.									
1,415	LJPXY		12.37PM	3.22AM							390.3	PENINSULA JCT.									
1,415	LJPXY	4.20	12.37PM	3.22AM	4.55						390.3	PENINSULA JCT.									
	LJPX	4.30	12.45PM	3.30AM	5.05						391.7	ST. JOHNS JCT.									
	BCKOPT WXZ	A 5.00AM	A 1.00PM	A 3.45AM	A 6.00AM						394.2	DN-R ALBINA Dispr. X									
	LJPVXY										388.8	EAST PORTLAND									
											389.1	UNITED RY. CROSSING									
	BIKPV										389.4	DN-R PORTLAND P-Vc									
												(84.1)									
W.B.—Westward Siding.		(9.45)	(0.30)	(0.30)	(5.30)	(0.24)	(2.35)	(1.55)	(2.30)	(2.25)		Thru Time									
E. B.—Eastward Siding.		8.6	10.4	10.4	16.2	17.0	32.6	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 5-72. 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 five 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.

WESTWARD		FOURTH SUBDIVISION										EASTWARD									
Length of sidings in feet.	See Rule 6-A	SECOND CLASS				FIRST CLASS					Distance from Portland	Time-Table No. 20									
		44	561	2	10	12	18	681	691	252		September 29, 1940									
		Mixed	Passenger	STREAMLINER PASSENGER	Merchandise	Passenger	Passenger	Time Freight	Time Freight	Time Freight		STATIONS									
	BKOPT WXZ	8.10 ² 8.30 ¹⁰			12.30AM						84.1	DN-R THE DALLES Dk-Wb									
	P	7.25			12.40						81.6	CRATES									
3,290	P	8.10 ² 8.30 ¹⁰			12.55						76.0	ROWENA									
3,153	P	8.44			1.05						72.4	CHATFIELD									
3,090	P	8.55			1.15						69.1	MOSIER H									
WB 3,530 EB 5,230	PVWX	9.15			1.35						63.1	DN HOOD RIVER Ki									
3,925	P	9.30			2.12						59.0	MENO									
4,794	P	9.50			2.25						52.8	LINDSEY									
5,036	PW	10.00			2.32						49.6	WYETH									
4,831	P	10.12			2.39						46.7	FARLEY									
4,779	P	10.28 ¹² 10.38 ¹⁸			2.46						42.8	CASCADE LOCKS									
5,568	PW	11.15			3.05						38.8	DN BONNEVILLE Mu									
											35.8	WARRENDALE									
3,243	P	11.45PM			3.15						34.1	DODSON									
3,010	P	12.01AM			3.21						31.4	ONEONTA									
											29.6	MULTNOMAH FALLS									
3,386	PZ	1.06 ²⁵²			3.35						26.3	D BRIDAL VEIL Ju									
											23.9	LATOURELL									
4,815	P	1.30			3.45						22.4	ROOSTER ROCK									
											20.4	CORBETT									
2,968	P	2.00			3.55						19.1	TAYLOR									
5,834	JPTW	2.30			4.15						15.6	DN TROUTDALE Sn									
2,600	P	VIA KENTON			VIA KENTON						13.2	FAIRVIEW Fa									
2,708	P										7.7	CLARNIE									
1,489	PX										4.4	GRAHAM									
1,028	PX										1.9	BRUN									
												HEMLOCK									
2,787	P	3.00			4.25						17.0	FIR									
3,219	P	3.30			4.35						12.3	KENTON									
3,325	PX	4.00			4.45						6.8	PENINSULA JCT.									
1,415	LJPXY	4.20			4.55						5.6	DN NORTH PORTLAND JCT. KD									
	LJPVX		12.30PM	3.15AM							48.55AM	PENINSULA JCT.									
1,415	LJPXY		12.37PM	3.22AM							8.51	PENINSULA JCT.									
1,415	LJPXY	4.20	12.37PM	3.22AM	4.55						8.51	PENINSULA JCT.									
	LJPX	4.30	12.45PM	3.30AM	5.05						8.47	ST. JOHNS JCT.									
	BCKOPT WXZ	A 5.00AM	A 1.00PM	A 3.45AM	A 6.00AM						4.1	DN-R ALBINA Dispr. X									
	LJPVXY										1.6	EAST PORTLAND									
											0.6	UNITED RY. CROSSING									
	BIKPV										0.3	DN-R PORTLAND P-Vc									
											0.0	(84.1)									
W.B.—Westward Siding.		(2.25)	(0.20)	(1.53)	(2.00)	(2.05)	(2.10)	(0.30)	(0.30)	(3.35)		Thru Time									
E. B.—Eastward Siding.		34.8	20.4	44.7	42.1	40.4	38.8	10.4	10.4	24.8		Average Speed per Hour									

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72. 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 five 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			
Length of sidings in feet.	See Rule 6-A	SECOND CLASS		Distance from Heppner	Time-Table No. 20 September 29, 1940		Distance from Heppner Jct.	SECOND CLASS			
		329 Mixed Daily Except Saturday and Sunday	331 Mixed Saturday		STATIONS	330 Mixed					
2,867	BKOPT WXY	9:00PM	7:15PM	0.0	D-R	HEPPNER	45.2	A 6:00AM			
1,029	P	9:20	7:35	8.9		LEXINGTON	38.3	5:15			
471		9:35	7:50	14.2		JORDAN	31.0	5:00			
1,150	PW	9:55	8:00	16.9		IONE	28.3	4:50			
132		10:10	8:15	20.0		McNAB	25.2	4:40			
835		10:25	8:25	25.4		MORGAN	19.8	4:28			
263		10:35	8:35	27.5		MORSIL	17.7	4:23			
330	W	10:55	8:55	30.7		CECIL	14.5	4:13			
158		11:05	9:05	34.3		EWING	10.9	4:03			
734		11:20	9:15	38.4		RHEA	6.8	3:50			
136				42.2		HARRIETT	3.0				
1,780	JPX	11:45PM	9:45PM	45.2	N-R	HEPPNER JCT.	0.0	3:30AM			
		(2.45) 16.4	(2.30) 18.1			(45.2)		(2.30) 18.1			

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

WESTWARD				CONDON BRANCH				EASTWARD			
Length of sidings in feet.	See Rule 6-A	SECOND CLASS		Distance from Condon	Time-Table No. 20 September 29, 1940		Distance from Arlington	SECOND CLASS			
		327 Mixed Daily Except Saturday	317 Mixed Saturday		STATIONS	328 Mixed					
5,260	BKOPV WXY	9:00PM	7:15PM	0.0	D-R	CONDON	44.5	A 6:30AM			
1,278		9:21	7:35	8.2		GWENDOLEN	36.3	5:40			
1,515		9:35	7:50	12.2		SPEECE	32.3	5:25			
1,533		9:50	8:05	15.9		CLEM	28.8	5:06			
1,515	PW	10:15	8:25	20.1		MIKKALO	24.4	4:45			
1,400		10:35	8:50	24.8		BARNETT	19.7	4:25			
662	PW	10:55	9:10	28.5		ROCK CREEK	16.0	4:06			
122				30.8		SMYTHE	13.7				
1,504		11:20PM	9:35	37.2		SHUTLER	7.3	3:40			
WB 6255 EB 5830	JOPTWX	12:01AM	10:00PM	44.5	DN-R	ARLINGTON	0.0	3:15AM			
		(3.01) 14.8	(2.45) 16.2			(44.5)		(3.15) 13.7			

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

WESTWARD				SHANIKO BRANCH				EASTWARD			
Length of sidings in feet.	See Rule 6-A	SECOND CLASS		Distance from Shaniko	Time-Table No. 20 September 29, 1940		Distance from Biggs	SECOND CLASS			
		325 Freight Wed. and Sat.			STATIONS	326 Freight					
3,385	BKOPW XY		7:45AM	0.0	D-R	SHANIKO	69.7	A 10:30AM			
345				6.7		KELSEY	63.0				
620		8:20		12.6		WILCOX	57.1	9:50			
902		8:35		17.2		KENT	52.5	9:35			
650		8:55		23.9		BOURBON	45.8	9:25			
1,370	PTW	9:15		31.2	D	GRASS VALLEY	38.5	8:55			
Spur		9:35		38.4		ERSKINE	31.3	8:20			
2,422		9:55		42.7	D	MORO	27.0	8:00			
834		10:05		45.8		DE MOSS	23.9	7:45			
Spur		10:15		49.7		NISH	20.0	7:30			
Spur		10:20		50.5		HAY CANYON	19.2	7:25			
Spur		10:30		54.1		SANDON	15.6	7:10			
1,010		10:35		55.5		KLONDIKE	14.2	7:05			
1,758	PW	11:05		60.0	D	WASCO	9.7	6:40			
Spur		11:15		62.6		SINK	7.1	6:30			
565		11:20		64.5		THORNBERRY	5.2	6:20			
6,376	JOPWY	11:55AM		69.7	DN-R	BIGGS	0.0	6:00AM			
		(4.10) 16.7				(69.7)		(4.30) 15.5			

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

WESTWARD				BEND BRANCH				EASTWARD			
Length of Sidings in feet.	See Rule 6-A	SECOND CLASS		Distance from Bend	Time-Table No. 20 September 29, 1940		Distance from Oregon Trunk Junction	SECOND CLASS			
		313 Mixed Daily Ex. Fri. and Sun.	315 Mixed Saturday		STATIONS	314 Mixed		312 Mixed			
	BCWY OKXZ	7:30PM	2:30PM	0.0	DN-R	BEND	150.0	A 7:35AM	A 5:00AM		

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

JPV	A 3:55AM	A 9:30PM	150.0	N	OREGON TRUNK JUNCTION	V _o	0.0	12:44AM	10:00PM
	(8.25) 17.8	(7.00) 21.4			(150.0)			(6.51) 21.9	(7.00) 21.4

BEND BRANCH SHOWN FOR INFORMATION ONLY.

EASTWARD										FIFTH SUBDIVISION									
Length of sidings in feet.	See Rule 6-A	SECOND CLASS		FIRST CLASS			Distance from Seattle	Time-Table No. 20 September 29, 1940											
		690	692	34	458	38		STATIONS											
		Time Freight	Time Freight	CMSt.P.&P Passenger (16)	Passenger	CMSt.P.&P Passenger (15)													
	BKPXZ						0.0	DN-R SEATTLE Ow 1.9 G. N. CROSSING 0.0 N. P. CROSSING 1.2 DN-R ARGO G 6.3 C. M. St. P. & P. & P. C. CROSSING 0.0 DN-R BLACK RIVER BI											
	BLJKOP TVWXYZ	6.00PM	2.30AM	A10.38PM	4.28	A 8.24AM	8.1												
1,354 3,401	IPVX	6.15PM	2.45AM				9.4												
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.																			
	JP	8.00PM	3.40AM				85.7	DN TACOMA JCT. Jn 0.7 DN RESERVATION Rn 0.1 N. P. CROSSING 0.2 N. P. CROSSING 0.0 N. P. CROSSING 0.1 N. P. CROSSING 1.2 N. P. CROSSING											
	LJ	8.05PM	3.45AM				86.4												
							86.5												
							86.7												
							86.7												
							86.8												
							88.0												
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.																			
1,415		3.15AM	12.30PM				176.4	NORTH PORTLAND JCT. 1.2 PENINSULA JCT. 1.5 ST. JOHNS JCT. 2.5 ALBINA 1.0 EAST PORTLAND 0.3 UNITED RY. CROSSING 0.3 PORTLAND (183.2)											
							177.6												
							179.1												
		A 3.45AM	A 1.00PM				181.8												
							182.6												
							182.9												
						A 9.10PM	183.2												

(9.45) (10.30) (0.08) (4.50) (0.09) Thru Time
 18.3 17.0 23.2 37.9 20.7 Average Speed per Hour
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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.	See Rule 6-A	SECOND CLASS		Distance from East Olympia	Time-Table No. 20 September 29, 1940					Distance from Olympia	SECOND CLASS			
		321	Freight		322	Freight	STATIONS							
		Time Freight	Time Freight		Time Freight	Time Freight								
	JPVXY		6.00AM	0.0	R	EAST OLYMPIA	Ma	7.4	A 5.50AM					
	Spur			1.8		KNAUER		5.6						
				7.8		N. P. CROSSING		0.1						
	BKOPV WXYZ		A 6.20AM	7.4	D-R	OLYMPIA	Oa	0.0	5.30AM					
						(7.4)			Daily					

(0.20) Thru Time (0.20)
 22.3 Average Speed per Hour 22.2
 Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

FIFTH SUBDIVISION										WESTWARD										
Length of sidings in feet.	See Rule 6-A	SECOND CLASS		FIRST CLASS			Distance from Portland	Time-Table No. 20 September 29, 1940												
		37	561	33	681	691		STATIONS												
		CMSt.P.&P Passenger (15)	Passenger	CMSt.P.&P Passenger (16)	Time Freight	Time Freight														
	BKPX						183.2	DN-R SEATTLE Ow 1.9 G. N. CROSSING 0.0 N. P. CROSSING 1.2 DN-R ARGO G 6.3 C. M. St. P. & P. & P. C. CROSSING 0.0 DN-R BLACK RIVER BI												
	BLJKOP TVWXYZ						181.8													
							181.8													
							180.1													
1,354 3,401	IPVX						173.8													
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.																				
	JP						147.5	DN TACOMA JCT. Jn 0.7 DN RESERVATION Rn 0.1 N. P. CROSSING 0.2 N. P. CROSSING 0.0 N. P. CROSSING 0.1 N. P. CROSSING 1.2 N. P. CROSSING												
	LJ						146.8													
							146.7													
							146.7													
							146.5													
							146.5													
							146.4													
							145.2													
BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RY. BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF SPOKANE, PORTLAND & SEATTLE RY.																				
1,415							6.8	NORTH PORTLAND JCT. 1.2 PENINSULA JCT. 1.5 ST. JOHNS JCT. 2.5 ALBINA 1.0 EAST PORTLAND 0.3 UNITED RY. CROSSING 0.3 PORTLAND (183.2)												
							5.6													
							4.1													
							1.6													
							0.6													
							0.6													
							0.3													
							0.0													
							8.35AM													
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time (0.14) (5.45) (0.10) (7.00) (10.00)
 Average Speed per Hour 13.2 31.9 18.6 25.5 17.8
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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					WESTWARD					PRIMO BRANCH					EASTWARD				
Length of sidings in feet.	See Rule 6-A	Distance from Tono	Time-Table No. 20 September 29, 1940		Distance from Centralia	Length of sidings in feet.	See Rule 6-A	Distance from Vesta	Time-Table No. 20 September 29, 1940		Distance from Cosmopolis	Length of sidings in feet.	See Rule 6-A	Distance from Vesta	Time-Table No. 20 September 29, 1940		Distance from Cosmopolis												
			STATIONS	STATIONS					STATIONS	STATIONS																			
2,179	PWXZ	0.0	R	TONO	8.0	1,759		0.0	VESTA	15.9			0.0	VESTA	15.9														
2,373	JX	6.8		WABASH	2.2	5,400		1.4	PRIMO	14.6			1.4	PRIMO	14.6														
						Spur		4.8	MIDSON	11.6			2.9	MIDSON	11.6														
						Spur		7.9	LYLE SPUR	8.0			3.6	LYLE SPUR	8.0														
						Spur		8.6	ARCTIC	7.8			0.7	ARCTIC	7.8														
	BKOPT VWXYZ	8.0	DN-R	CENTRALIA	Cn	1,002	JV{W.M.P. 4.5}	10.7	BRIDGES	5.2			2.1	BRIDGES	5.2														
						6,107	JPWXY	15.9	R	COSMOPOLIS	0.0			5.2	COSMOPOLIS	0.0													
									(15.9)																				

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

WESTWARD

GRAYS HARBOR BRANCH

EASTWARD

Length of sidings in feet.	See Rule 6-A	SECOND CLASS			FIRST CLASS	Distance from Centralia	Time-Table No. 20			Distance from Hoquiam	FIRST CLASS	SECOND CLASS		
		463	685	579	September 29, 1940		578	684	462		682			
		CM St. P & P Fast Frt.	Freight	Motor Passenger			Motor Passenger	Freight	CM St. P & P Fast Frt.		Freight			
		Daily Except Monday	Daily Except Sunday	Daily			STATIONS							
	BJKOP TVWXYZ		678 1.45 AM	3.15 AM	0.0	DN-R	CENTRALIA 2.4	Cn	57.5	A 1.45 AM	A 7.30 PM		A 12.05 AM	

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

Train No.	Class	Blakeslee Junction	Centralia	Distance	Blakeslee Junction	Centralia	Distance	Blakeslee Junction	Centralia	Distance
JMPV		1.55 AM	3.25 AM	2.4	BLAKESLEE JUNCTION	55.1	1.30 AM	7.15 PM		11.55 PM
M				2.4	N. P. CROSSING	55.1				
M				2.4	C. M. ST. P. & P. CROSSING	55.1				
				2.8	RAISCH	54.9				
1,359	P	2.05	3.33	5.0	GALVIN	52.5	1.23	7.05		11.45
2,285	JPVX	2.43 AM	2.25	3.48	HELSING JUNCTION	45.3	1.05	6.45	A 8.00 PM	11.20
2,680	PWX	2.55	2.30	3.55	INDEPENDENCE	43.8	1.00	6.35	7.52	11.10
1,129	P	3.10	2.40	4.05	BALCH	39.2	12.44	6.15	7.40	10.50
Spur				20.2	SPRUCETON	37.3				
2,718	P	3.25	2.50	4.12	CEDARVILLE	35.3	12.36	6.05	7.30	10.35
2,687	P	3.35	3.00	4.19	LANKNER	31.2	12.26	5.55	7.20	10.25
783		3.42	3.10	4.24	RONY	28.6	12.20	5.50	7.15	10.20
2,353	P	3.48	3.17	4.29	SAGINAW	28.7	12.15	5.45	7.10	10.15
M				31.5	SCHAFFER BROS. CROSSING	26.0				
Spur	PWX	3.55	3.25	4.34	SOUTH ELMA	25.0	12.10	5.40	7.05	10.10
1,747	P	4.05	3.35	4.44	FULLER	21.5	12.02 AM	5.30	6.50	10.00
2,744	PXY	4.30	3.55	4.59	SOUTH MONTESANO	15.2	11.50 PM	5.15	6.30	9.45
				42.3	SOUTH MONTESANO	15.2				
	PVX			43.8	MONTESANO	16.7				
2,744	PXY	4.30	3.55	4.59	SOUTH MONTESANO	15.2	11.50	5.15	6.30	9.45
1,523	P	4.36	4.00	5.04	MELBOURNE	13.7	11.45	4.55	6.14	9.25
1,751	PV	4.45	4.08	5.10	PREACHER'S SLOUGH	10.8	11.35	4.45	5.50	9.15
1,294				48.8	BLUE SLOUGH	8.7				
6,107	JPWXY	5.00	4.20	5.25	COSMOPOLIS	6.3	11.25	4.30	5.35	9.00
				53.3	N. P. CROSSING	4.2				
4,135	BKPVXZ	5.15 AM	4.40 AM	5.45 AM	ABERDEEN	3.6	11.15 PM	4.20 PM	5.20 PM	8.50 PM

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

Train No.	Class	Aberdeen	Hoquiam	Distance	Aberdeen	Hoquiam	Distance
BKOPT WYZ		A 5.45 AM	A 5.00 AM	57.5	DN-R	HOQUIAM	Ho 0.0
						(57.5)	
						Daily	Saturday
						Daily Except Sunday	Daily Ex. Sat. and Sun.

(3.02)	(3.15)	(2.45)	..... Thru Time	(2.45)	(3.30)	(3.00)	(3.35)
14.9	17.6	20.9	..... Average Speed per Hour	20.9	16.4	15.1	10.1

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.

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.....	Grows Jewelry Store
La Grande.....	J. H. Peare and Son
Pendleton.....	O. W. Cheedle
The Dalles.....	Norman E. Potter
Portland.....	N. L. Nielson
Portland.....	H. E. Anderson
Portland.....	Roy & Molin
Portland.....	Dillon Rogers

Centralia.....	C. R. Ahern
Tacoma.....	S. Grimstead
Georgetown.....	Edw. Lamay
Seattle.....	Benn Tipp
Heppner.....	J. O. Peterson
Hoquiam.....	Kneipps Jewelry Co.
Aberdeen.....	J. A. Johnson
Olympia.....	Talbot 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

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
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 E. Nilsson.....	Chief Surgeon.....	Omaha, Nebr.	
Ralph M. Dodson.....	District Surgeon.....	Portland, Ore.	
Paul E. Spangler.....	Assistant Surgeon.....	Portland, Ore.	Portland.
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.
S. R. Gillespie.....	Surgeon.....	Huntington, Ore.	Baker to Huntington.
C. G. Patterson.....	Surgeon.....	Baker, Ore.	La Grande to Huntington.
T. J. Higgins.....	Surgeon.....	Baker, Ore.	La Grande to Huntington.
J. B. Gregory.....	Surgeon.....	Walla, Ore.	Elgin to Enterprise.
C. T. Hockett.....	Surgeon.....	Enterprise.....	Elgin to Joseph.
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.
E. S. Morgan.....	Surgeon.....	Pendleton, Ore.	Umatilla to Pendleton.
F. B. Belt.....	Surgeon.....	Hermiston, Ore.	Boardman to Stanfield.
A. D. McMurdo.....	Surgeon.....	Heppner, Ore.	Heppner Jet. 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, Cobarth, Griffith, Vogt & Smith.....	Surgeons.....	The Dalles, Ore.	Hood River to Umatilla.
DeWalt Payne.....	Specialist.....	The Dalles, Ore.	Hood River to Umatilla.
C. W. McCain.....	Surgeon.....	Hood River, Ore.	Portland to The Dalles.
Stanley E. Wells.....	Surgeon.....	Hood River, Ore.	Portland to The Dalles.
J. B. Blair.....	Surgeon.....	Vancouver, Wash.	Albina to Kalama.
C. Grant Bain.....	Surgeon.....	Centralia, Wash.	Centralia to South Montesano; Winlock to Tenino.
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. K. Watkins.....	Surgeon.....	Aberdeen, Wash.	Cosmopolis to Aberdeen.
E. L. Calhoun.....	Surgeon.....	Hoquiam, Wash.	Centralia to Hoquiam.
C. P. Gammon.....	Surgeon.....	Tacoma, Wash.	Tenino to Auburn.
B. E. McConville.....	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

P. J. LYNCH, Superintendent Transportation

J. C. ALBRIGHT, Assistant General Manager

M. C. WILLIAMS, Superintendent..... Portland, Ore.

A. L. TENNER, Trainmaster..... Portland, Ore.

O. H. NEWMAN, Trainmaster..... La Grande, Ore.

First and Second Subdivisions and Branches

B. B. JOHNSON, Chief Train Dispatcher.....	La Grande, Ore.
L. L. Rudd, Asst. Chief Train Dispatcher.....	La Grande, Ore.
D. B. Lefebvre, Train Dispatcher.....	La Grande, Ore.
C. F. Roberts, Train Dispatcher.....	La Grande, Ore.
M. Love, Train Dispatcher.....	La Grande, Ore.
J. B. McLaughlin, Train Dispatcher.....	La Grande, Ore.

Third, Fourth and Fifth Subdivisions and Branches

W. W. SMITH, Chief Train Dispatcher.....	Portland, Ore.
L. L. Rudd, Asst. Chief Train Dispatcher.....	Portland, Ore.
R. W. Teeters, Train Dispatcher.....	Portland, Ore.
W. A. Milner, Train Dispatcher.....	Portland, Ore.
C. D. Brown, Train Dispatcher.....	Portland, Ore.
V. B. Dygart, Train Dispatcher.....	Portland, Ore.
M. A. Stearns, Train Dispatcher.....	Portland, Ore.
L. V. Neely, Train Dispatcher.....	Portland, Ore.
J. G. Schatz, Jr., Train Dispatcher.....	Portland, Ore.