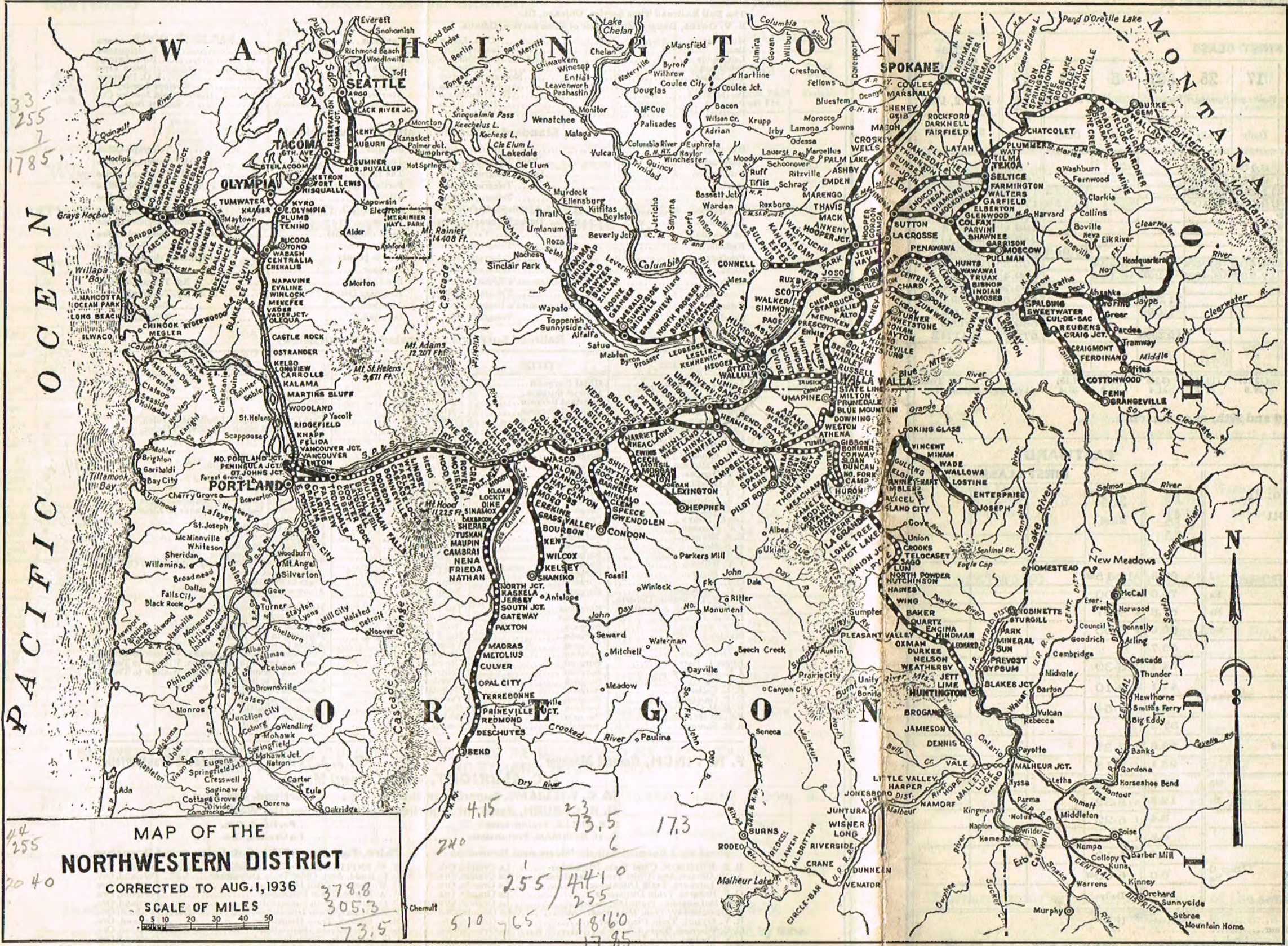


D. W. G.

D. W. G.



**UNION PACIFIC RAILROAD COMPANY**  
**Northwestern District**



**Oregon Division**

**TIME-TABLE**  
**No. 21**

**Effective Sunday,**  
**February 2, 1941**

**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. 21 Feb. 2, 1941
251	255	691	259	681	257	1	11	17	25	561	5		
Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	STREAMLINER PASSENGER	Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger	
Daily	Daily	Daily Except Saturday	Daily	Daily	Daily	SEE ★ NOTE BELOW	Daily	Daily	Daily	Daily	Daily	Daily	
	9.00PM				8.10AM	11.32PM		6.10PM	9.45AM				0.0
	1.30AM				8.80AM	1.58AM		9.16PM	12.38PM				99.5
						3.58AM		11.56PM	3.00PM				173.8
	5.30AM		2.45PM		6.00PM	4.03AM		12.08AM	3.10PM				177.5
							9.30PM						400.3
10.10PM							11.41PM						296.4
2.05AM							1.07AM						243.1
7.30AM							2.05AM						216.8
12.01PM			A4.00PM									A1.20AM	305.3
7.15PM	9.45AM				12.30AM	6.05AM	A4.20AM	4.50AM	6.05PM		3.45AM		389.4
						A8.00AM		A7.20AM	A8.40PM	8.30AM	A6.10AM		394.2
A6.00AM	A2.00PM	8.00PM		12.30PM	A6.00AM								480.6
		12.15AM		4.00PM								11.31AM	534.6
		4.00AM		6.35PM								1.09PM	569.6
		A6.00AM		A8.00PM								A2.20PM	572.7

Thru Time..... (30.50) (17.00) (10.00) (1.15) (7.30) (26.50) (8.28) (6.50) (13.10) (10.65) (5.50) (2.25) (1.15) ..... Thru Time  
Average Speed per Hour 46.0 41.6 29.6 35.7 31.4 34.8 33.6

\*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. 21 Feb. 2, 1941	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
STATIONS													
HUNTINGTON	389.4				A3.08AM	A4.45AM							
LA GRANDE	289.9		A7.25PM		12.47AM	2.00AM				A5.80PM	A2.30AM		
PENDLETON	216.6		4.25PM		10.36PM	11.40PM			12.45PM	7.30PM			
RIETH	211.9	A2.55AM	1.55PM		10.30PM	11.30PM					8.00AM	12.05PM	
SPOKANE	367.5	2.45AM	1.35PM										A1.30AM
AYER	263.6						A7.00AM						7.50PM
WALLULA	210.3						4.10AM						5.30PM
UMATILLA	183.0						2.55AM						4.00PM
THE DALLES	84.2	1.50AM					1.50AM				9.30AM		4.30AM
PORTLAND	0.0		10.30AM		8.23PM	8.50PM	11.40PM	11.50PM					
ALBINA	1.6		8.00AM	A9.10PM	6.30PM	6.45PM	9.30PM	9.35PM					
CENTRALIA	91.1				6.36PM				A1.00PM			A3.45AM	11.45PM
TACOMA	145.1				5.20PM				7.45AM			10.55PM	
ARGO	180.1								4.00AM			8.30PM	
SEATTLE	183.2				4.10PM				2.30AM			6.00PM	

Thru Time..... (1.05) (11.25) (5.00) (8.38) (10.00) (9.30) (10.35) (10.30) (9.30) (17.00) (9.45) (25.45) ..... Thru Time  
Average Speed per Hour 38.8 34.1 36.6 45.1 38.9 38.8 38.8

\*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.

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

## JOSEPH BRANCH

## EASTWARD

Length of sidings in feet.	See Rule 6-A	FIRST CLASS		Distance from Joseph	Time-Table No. 21 February 2, 1941	Distance from La Grande	FIRST CLASS	
		305 Mixed	Daily				304 Mixed	
1,504	OWXY		11.45AM	0.0	D-R JOSEPH J	83.8	A10.15AM	
1,673	X		12.30PM	5.8	D ENTERPRISE Ra	78.0	A10.00	
2,000			12.53	18.0	D LOSTINE Na	67.8	A9.07	
1,448	WXY		1.10	23.8	D WALLOWA Wo	60.0	A8.50	
Spur				27.1	SEVIER	56.7		
1,202			1.22	29.7	WADE	54.1	A8.30	
753	{W.M.P. 49.0}		1.42	36.7	MINAM	47.1	A8.10	
Spur			1.58	43.2	VINCENT	40.6	A7.54	
502				46.6	RONDOWA	37.2		
2,098	{W.M.P. 32.6}		2.15	50.0	LOOKING GLASS	38.8	A7.37	
1,678			2.37	58.7	GULLING	26.1	A7.15	
1,834	WXY		2.50	62.9	D ELGIN Gn	20.9	A7.05	
1,294			3.15	71.5	D IMBLER Br	12.8	A6.32	
1,125			3.25	75.4	ALICEL	8.4	A6.22	
430				77.9	CONLEY	5.9		
715			3.40	81.2	ISLAND CITY	2.6	A6.10	
	BCJKOP TWXYZ		A4.00PM	88.8	DN-R LA GRANDE Dispr Q Ra	0.0	6.00AM	

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

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

## WESTWARD

## PILOT ROCK BRANCH

## EASTWARD

Length of sidings in feet.	See Rule 6-A	Distance from Rieth	Time-Table No. 21 February 2, 1941	Distance from Pilot Rock	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
		0.0	DN-R RIETH N	14.9	30'	120.	51'	70.6	1' 12"	50.
		2.8	MoBEE	12.1	31'	116.1	52'	69.2	1' 15"	48.
Spur					32'	112.5	53'	67.9	1' 20"	45.
1,198		6.7	SPARKS	8.2	33'	109.1	54'	66.6	1' 25"	42.3
Spur					34'	105.9	55'	65.4	1' 30"	40.
1,004	TWX	14.9	D PILOT ROCK Ro	0.0	35'	102.9	56'	64.2	1' 35"	37.9
					36'	100.	57'	63.1	1' 40"	36.
					37'	97.3	58'	62.	1' 45"	34.3
					38'	94.7	59'	61.	1' 50"	32.7
					39'	92.3	1'	60.	1' 55"	31.3
					40'	90.	1' 1'	59.	2'	30.
					41'	87.8	1' 2'	58.	2' 15"	28.6
					42'	85.7	1' 3'	57.1	2' 30"	24.
					43'	83.7	1' 4'	56.2	2' 45"	21.8
					44'	81.8	1' 5'	55.3	3'	20.
					45'	80.	1' 6'	54.5	3' 30"	17.1
					46'	78.3	1' 7'	53.7	4'	15.
					47'	76.6	1' 8'	52.9	5'	12.
					48'	75.	1' 9'	52.1	6'	10.
					49'	73.5	1' 10'	51.4	7'	8.8
					50'	72.	1' 11'	50.7	8'	7.5

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. 21 February 2, 1941	STATIONS
		255 Time Freight Daily	257 Time Freight Daily	1 STREAMLINER PASSENGER SEE NOTE BELOW	17 Passenger Daily	25 Passenger Daily			
	BCKO PTWXYZ	9.00 <sup>PM</sup>	3.10 <sup>AM</sup>	11.32 <sup>PM</sup>	6.10 <sup>PM</sup>	9.45 <sup>AM</sup>	0.0	DN-R HUNTINGTON Hu	
3,636	P	9.15	3.25	11.41	6.19	9.55	4.8	D LIME By	
3,671	P	9.22	3.35	11.48	6.23	10.00	8.6	D JETT By	
3,603	PW	9.30	3.45	11.53 <sup>PM</sup>	6.28	10.06	12.2	WEATHERBY	
3,635	P	9.40	3.55	12.02 <sup>AM</sup>	6.36	10.14	17.1	NELSON	
WB 3,617 EB 3,664	BKPWX Y	9.55	4.07	12.06	6.42	10.20	20.6	DN DURKEE Du	
3,560	P	10.05	4.15	12.11	6.47	10.25	24.2	LEONARD	
3,633	P	10.15	4.25	12.18	6.55	10.31	27.7	OXMAN	
3,720	P	10.25	4.35	12.25	7.02	10.37	30.8	HINDMAN	
WB 3,651 EB 3,950	OPWY	10.35	4.45	12.32	7.11	10.43	34.0	D PLEASANT VALLEY Vy	
3,668	PXY	10.50	4.55	12.37	7.17	10.49	37.6	ENCINA	
4,108	P	11.02	5.10	12.44	7.24	10.56	41.9	QUARTZ	
WB 3,683 EB 2,971	BKOPW XYZ	11.14	5.25	12.52	7.35	11.09	47.7	DN BAKER Be	
3,629	P	11.20	5.35	12.57	7.44	11.15	52.2	WING	
3,350	P	11.31	5.45	1.02	7.52	11.23	58.1	D HAINES Kb	
3,600	P	11.40	5.55	1.06	7.59	11.29	62.8	HUTCHINSON	
WB 3,995 EB 3,634	PW	11.48	6.18	1.10	8.06	11.36	67.4	D NORTH POWDER Hd	
3,624	P	11.53	6.28	1.13	8.11	11.40	70.4	LUN	
3,528	P	11.59 <sup>PM</sup>	6.40	1.17	8.18	11.46	74.1	SAGO	
WB 3,521 EB 3,638	CPVWXY	12.08 <sup>AM</sup>	6.50	1.21	8.25	11.51	76.9	DN TELOCASET Wk	
3,914	P	12.18	7.00	1.28	8.32	11.57 <sup>AM</sup>	80.9	CROOKS	
3,576	P	12.28	7.10	1.34	8.40	12.03 <sup>PM</sup>	84.2	PYLE	
3,474	PVWY	12.37	7.20	1.40	8.45	12.08	87.1	D UNION JCT. Un	
3,650	P	12.43	7.30	1.43	8.50	12.15	90.7	HOT LAKE	
3,528	P	12.53	7.40	1.46	8.55	12.20	94.5	LONETREE	
	BCJKOP TWXYZ	A 1.05 <sup>AM</sup>	A 7.55 <sup>AM</sup>	A 1.53 <sup>AM</sup>	A 9.05 <sup>PM</sup>	A 12.30 <sup>PM</sup>	99.5	DN-R LA GRANDE Dispr Q Ra	

W. B.—Westward Siding. (4.05) (4.45) (2.21) (2.55) (2.45) Thru Time  
E. B.—Eastward Siding. 24.4 20.9 42.3 34.1 36.2 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	Time-Table No. 21 February 2, 1941	Distance from Portland	FIRST CLASS				SECOND CLASS	
				2 STREAMLINER PASSENGER	10 Mer- chandise	18 Passenger	44 Mixed	258 Freight	260 Time Freight
	BCKO PTWXYZ	DN-R HUNTINGTON Hu	389.4	As 3.08 <sup>AM</sup>	A 4.45 <sup>AM</sup>	A 8.10 <sup>AM</sup>	A 7.25 <sup>PM</sup>	A 5.30 <sup>PM</sup>	A 2.30 <sup>AM</sup>
3,636	P	D LIME By	384.6	2.57	4.32	7.56	7.07	5.15	2.15
3,671	P	D JETT By	380.8	2.52	4.25	7.50	7.00	5.05	2.09
3,603	PW	WEATHERBY	377.2	2.46	4.19	7.44	6.54	4.55	2.02
3,635	P	NELSON	372.8	2.37	4.12	7.37	6.47	4.42	1.52
WB 3,617 EB 3,664	BKPWX Y	DN DURKEE Du	368.8	2.32	4.07	7.32	6.42	4.34	1.45
3,560	P	LEONARD	365.2	2.27	4.01	7.27	6.34	4.26	1.35
3,633	P	OXMAN	361.7	2.21	3.54	7.20	6.27	4.16	1.15
3,720	P	HINDMAN	358.6	2.15	3.47	7.14	6.20	4.08	1.05
WB 3,651 EB 3,950	OPWY	D PLEASANT VALLEY Vy	355.4	2.08	3.40	7.08	6.13	3.48	12.45
3,668	PXY	ENCINA	351.8	2.02	3.34	7.00	6.07	3.35	12.37 <sup>AM</sup>
4,108	P	QUARTZ	347.5	1.55	3.28	6.53	5.59	3.20	11.55 <sup>PM</sup>
WB 3,683 EB 2,971	BKOPW XYZ	DN BAKER Be	341.7	1.48	3.20	6.45	6.50	3.07	11.14
3,629	P	WING	337.2	1.43	3.06	6.34	6.37	3.00	10.58
3,350	P	D HAINES Kb	331.3	1.39	3.00	6.28	6.29	2.52	10.20
3,600	P	HUTCHINSON	326.6	1.35	2.54	6.23	6.22	2.45	10.05
WB 3,995 EB 3,634	PW	D NORTH POWDER Hd	322.0	1.31	2.49	6.18	6.16	2.36	9.50
3,624	P	LUN	319.0	1.28	2.45	6.14	6.10	2.27	9.40
3,528	P	SAGO	315.3	1.21	2.39	6.09	6.05	2.17	9.25
WB 3,521 EB 3,638	CPVWXY	DN TELOCASET Wk	312.5	1.17	2.35	6.05	6.00	2.10	9.15
3,914	P	CROOKS	308.6	1.11	2.29	5.57	4.53	1.53	8.55
3,576	P	PYLE	305.2	1.04	2.23	5.51	4.48	1.43	8.40
3,474	PVWY	D UNION JCT. Un	302.3	12.59	2.17	5.45	4.43	1.30	8.10
3,650	P	HOT LAKE	298.7	12.56	2.12	5.40	4.38	1.14	7.55
3,528	P	LONETREE	294.9	12.53	2.07	5.36	4.33	1.06	7.45
	BCJKOP TWXYZ	DN-R LA GRANDE Dispr Q Ra	289.9	12.47 <sup>AM</sup>	2.00 <sup>AM</sup>	5.30 <sup>AM</sup>	4.25 <sup>PM</sup>	12.45 <sup>PM</sup>	7.30 <sup>PM</sup>

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**

Length of sidings in feet.	See Rule 6-A	SECOND CLASS		FIRST CLASS				Distance from Huntington	
		655	257 Time Freight	255 Time Freight	17 Passenger	25 Passenger	1 STREAMLINER PASSENGER		62 Passenger
			Daily	Daily	Daily	Daily	SEE NOTE BELOW		Daily
	BCJKOP TWXYZ	1.30A	8:30AM	1:30AM	1.00A	9:15PM	12:38PM	1:53AM	99.5
3,634	P		8:40	1:38	1.07	9:22	12:46	2:00	103.6
WB 3,661 EB 3,669	PVWXY	1.46A	8:50	1:46	1.12	9:28	12:52	2:05	107.5
3,645	P		9:05	1:56		9:38	1:00	2:13	111.2
3,559	P		9:15	2:06		9:43	1:05	2:19	113.5
3,909	P (W.M.P. 275.1)		9:25	2:13		9:49	1:09	2:25	115.6
			9:30	2:19		9:53	1:12	2:29	117.5
C 3,516	BKOPW XY		9:50	2:32		9:55	1:16	2:32	118.4
	P		9:59	2:43		10:00	1:21	2:37	121.3
WB 5,250 EB 3,680	PWX		10:10	3:03		10:06	1:27	2:43	124.5
3,657	P		10:28	3:16		10:14	1:35	2:52	128.8
4,188	P		10:50	3:36		10:20	1:41	2:58	132.0
4,417	PW	2.08	11:00	3:44	1.26	10:26	1:46	3:04	135.7
3,661	P		11:06	3:49		10:30	1:49	3:08	137.9
WB 3,661 EB 3,650	PWY		11:15	3:57		10:35	1:54	3:13	141.3
3,648	P		11:20	4:04		10:40	1:58	3:18	144.2
3,634	P		11:25	4:10		10:45	2:02	3:22	147.3
5,145	P		11:29	4:15		10:50	2:08	3:26	150.0
WB 3,812 EB 4,202	PWXY		11:34	4:20		10:55	2:12	3:30	152.4
4,825	P		11:39	4:25		11:02	2:22	3:34	155.0
3,630	P		11:44	4:30		11:07	2:26	3:37	157.4
4,876	P		11:49	4:35		11:11	2:30	3:40	160.0
3,695	PW		11:54	4:40		11:15	2:34	3:44	162.4
3,647	P		11:59AM	4:45		11:18	2:38	3:46	164.8
3,569	P		12:11PM	4:51		11:23	2:43	3:51	168.6
4,902	P		12:15	4:56		11:26	2:46	3:53	170.8
3,522	BKPVW XYZ		12:23	5:01		11:35	2:55	3:58	173.8
	BCJKO PTWX	3.35A	12:35AM	5:10AM		12:06AM	3:10PM	4:03AM	177.5

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

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. 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.

**SECOND SUBDIVISION EASTWARD**

Length of sidings in feet.	See Rule 6-A	FIRST CLASS					SECOND CLASS	
		18 Passenger	61 Passenger	44 Mixed	2 STREAMLINER PASSENGER	10 Merchandise	258 Freight	260 Time Freight
	BCJKOP TWXYZ							
3,634	P	5:20AM		4:15PM	12:47AM	1:48AM	12:15PM	6:30PM
WB 3,661 EB 3,669	PVWXY	5:07		4:01	12:37	1:38	12:02PM	6:10
3,645	P	5:00		3:54	12:30	1:31	11:55AM	6:00
3,559	P	4:52		3:47	12:23	1:25	11:45	5:48
3,909	P (W.M.P. 275.1)	4:47		3:42	12:18	1:20	11:28	5:28
		4:43		3:38	12:14	1:16	11:22	5:15
		4:40		3:34	12:10	1:12	11:16	4:55
C 3,516	BKOPW XY	4:38		3:32	12:08	1:10	11:13	4:50
	P	4:32		3:25	12:02AM	1:04	10:58	4:30
WB 5,250 EB 3,680	PWX	4:27		3:19	11:57PM	12:59	10:48	4:15
3,657	P	4:15		3:09	11:47	12:51	10:28	3:55
4,188	P	4:09		3:02	11:38	12:44	10:12	3:35
4,417	PW	4:04		2:56	11:32	12:38	10:02	3:25
3,661	P	4:01		2:52	11:28	12:34	9:54	3:05
WB 3,661 EB 3,650	PWY	3:57		2:48	11:23	12:29	9:46	2:46
3,648	P	3:52		2:40	11:18	12:24	9:40	2:25
3,634	P	3:47		2:35	11:13	12:19	9:34	2:17
5,145	P	3:43		2:31	11:08	12:15	9:28	2:08
WB 3,812 EB 4,202	PWXY	3:39		2:27	11:05	12:11	9:15	1:40
4,825	P	3:34		2:22	11:02	12:07	9:04	1:32
3,630	P	3:31		2:19	10:59	12:04AM	8:56	1:25
4,876	P	3:28		2:15	10:55	11:59PM	8:48	1:18
3,695	PW	3:25		2:11	10:51	11:56	8:40	1:00
3,647	P	3:22		2:08	10:49	11:53	8:33	12:54
3,569	P	3:17		2:03	10:45	11:48	8:25	12:44
4,902	P	3:14		2:00	10:41	11:45	8:20	12:38
3,522	BKPVW XYZ	3:10		1:55	10:36	11:40	8:12	12:23
	BCJKO PTWX	2:45		1:45	10:30PM	11:30PM	8:00AM	12:05PM
		2:35AM		2:45AM	1:35PM	10:30PM	11:30PM	8:00AM
		Daily		Daily	Daily	SEE NOTE BELOW	Daily Ex. Sat. and Sun.	Daily

W. B.—Westward Siding. Thru Time..... (2.45) (0.10) (2.40) (2.17) (2.18) (4.15) (6.25)  
 E. B.—Eastward Siding. Average Speed per Hour..... 28.4 22.2 29.2 34.3 33.9 19.2 12.2  
 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. 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

Table with columns for Class (Second Class, First Class), Station, Time, and Distance. Includes sub-tables for 'Block Signals' and 'Two Main Tracks'. Time-Table No. 21, February 2, 1941.

W.B.—Westward Siding. E.B.—Eastward Siding. 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.

THIRD SUBDIVISION EASTWARD

Table with columns for Class (First Class, Second Class), Station, Time, and Distance. Includes sub-tables for 'Block Signals' and 'Two Main Tracks'. Time-Table No. 21, February 2, 1941.

W.B.—Westward Siding. E.B.—Eastward Siding. 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.



WESTWARD				HEPPNER BRANCH				EASTWARD			
Length of sidings in feet.	See Rule 6-A	SECOND CLASS		Distance from Heppner	Time-Table No. 21 February 2, 1941		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	36.3	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			
188		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			
						(45.2)		Daily Except Monday			
		(2.45) 16.4	(2.30) 18.1			..... Thru Time .....	(2.30) 18.1				
						..... Average Speed per Hour.....					

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. 21 February 2, 1941		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	28.6	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 5880	JOPTWX	12:01AM	10:00PM	44.5	DN-R	ARLINGTON	0.0	3:15AM			
						(44.5)		Daily			
		(3.01) 14.8	(2.45) 16.2			..... Thru Time .....	(3.15) 13.7				
						..... Average Speed per Hour.....					

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. 21 February 2, 1941		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			
						(69.7)		Tues. and Fri.			
		(4.10) 16.7				..... Thru Time .....	(4.30) 15.5				
						..... Average Speed per Hour.....					

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

WESTWARD				BEND BRANCH				EASTWARD			
Length of sidings in feet.	See Rule 6-A	SECOND CLASS		Distance from Bend	Time-Table No. 21 February 2, 1941		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	Vo	0.0	12:44AM Daily Ex. Sun. & Mon.	10:00PM Sunday
	(8.25) 17.8	(7.00) 21.4			..... Thru Time .....		(6.51) 21.9	(7.00) 21.4	
					..... Average Speed per Hour.....				

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. 21 February 2, 1941		
		690	692	34	458	38		STATIONS		
		Time Freight	Time Freight	CMSt.P.&P Passenger (16)	Passenger	CMSt.P.&P Passenger (15)				
	BKPXZ			10.30PM	4.10PM	8.15AM	0.0	DN-R SEATTLE	Ow	Two Main Tracks
							1.9	G. N. CROSSING		
							1.9	N. P. CROSSING		
	BLJKOP TVWXYZ	6.00PM	2.30AM	10.38PM	4.18	8.24AM	3.1	DN-R ARGO	G	
1,354 3,401	IPVX	6.15PM	2.45AM				9.4	C. M. St. P. & P. C. CROSSING		
								DN-B BLACK RIVER	Bi	

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.

Length of sidings in feet.	See Rule 6-A	SECOND CLASS		FIRST CLASS			Distance from Seattle	Time-Table No. 21 February 2, 1941		
		7.45PM	3.40AM	5.05PM	5.09PM	38.5		STATIONS		
	JP	7.45PM	3.40AM				38.5	DN TACOMA JCT.	Jn	
	IJ	7.50PM	3.45AM				38.4	DN RESERVATION	Rn	
							38.5	N. P. CROSSING		
							38.7	N. P. CROSSING		
							38.7	N. P. CROSSING		
							38.8	N. P. CROSSING		
							38.0	N. P. CROSSING		

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.

Length of sidings in feet.	See Rule 6-A	SECOND CLASS		FIRST CLASS			Distance from Seattle	Time-Table No. 21 February 2, 1941		
		3.15AM	12.30PM	8.46PM	178.4	STATIONS				
1,415							177.6	NORTH PORTLAND JCT.		
							179.1	PENINSULA JCT.		
							181.6	ST. JOHNS JCT.		
		A 3.45AM	A 1.00PM				182.6	ALBINA		
							182.9	EAST PORTLAND		
							183.2	UNITED RY. CROSSING		
								PORTLAND		

Thru Time..... (9.45) (10.30) (0.08) (5.00) (0.00) ..... Average Speed per Hour..... 18.3 17.0 23.2 36.6 20.7

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. 21 February 2, 1941			Distance from Olympia	SECOND CLASS		
		321	322		STATIONS						
		Freight	Freight								
	JPVXY		6.00AM	0.0	R	EAST OLYMPIA	Ma	7.4	A	5.50AM	
Spur				1.8		KNAUER		5.6			
				7.3		N. P. CROSSING		0.1			
	BKOPV WXYZ		A 6.20AM	7.4	D-R	OLYMPIA	Oa	0.0		5.30AM	

Thru Time..... (0.20) ..... 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	FIRST CLASS		SECOND CLASS			Distance from Portland	Time-Table No. 21 February 2, 1941		
		37	561	33	681	691		STATIONS		
		CMSt.P.&P Passenger (15)	Passenger	CMSt.P.&P Passenger (10)	Time Freight	Time Freight				
	BKPX			183.2	A 8.00AM	A 2.20PM	A 9.45PM			
				181.3						
				181.3						
	BLJKOP TVWXYZ			180.1	7.46AM	2.09	9.35PM			
1,354 3,401	IPVX			178.8		2.00PM				

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.

Length of sidings in feet.	See Rule 6-A	FIRST CLASS		SECOND CLASS			Distance from Portland	Time-Table No. 21 February 2, 1941		
		147.5	1.18PM	6.50PM	4.10AM	STATIONS				
	JP			146.8		1.14PM		6.40PM	4.05AM	
	IJ			146.7		Daily		Daily	Daily Except Sunday	
				146.6						
				146.6						
				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.

Length of sidings in feet.	See Rule 6-A	FIRST CLASS		SECOND CLASS			Distance from Portland	Time-Table No. 21 February 2, 1941		
		6.8	8.55AM	1.00PM	8.30PM	STATIONS				
1,415				5.6						
				4.1						
				1.6				12.30PM	8.00PM	
				0.6						
				0.3						
				0.0				8.30AM		

Thru Time..... (0.14) (5.50) (0.10) (7.30) (10.00) ..... Average Speed per Hour..... 13.2 31.4 18.6 24.4 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			
Length of sidings in feet.	See Rule 6-A	SECOND CLASS		Distance from Tono	Time-Table No. 21 February 2, 1941			Distance from Centralia	SECOND CLASS		
		0.0	8.0		STATIONS						
		R	TONO								
2,179	PWXZ			5.8		WABASH		2.2			
2,372	JX										

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

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



WESTWARD

GRAYS HARBOR BRANCH

EASTWARD

Table with columns for Length of sidings, See Rule 6-A, Second Class (463, 685), First Class (579), Distance from Centralia, Time-Table No. 21 (February 2, 1941), Stations, Distance from Hoquiam, First Class (578), Second Class (684, 462, 682).

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

Main time-table table with columns for Train No., Class, Time, Distance, Station, and Arrival/Departure times. Includes stations like Blakeslee Junction, N. P. Crossing, C. M. St. P. & P. Crossing, Raich, Galvin, N. Helsing Junction, Independence, Baldch, Sprugeton, Cedarville, Lankner, Rony, Sagnaw, Schafers Bros. Crossing, South Elma, Fuller, South Montesano, Montesano, Melbourne, Preacher's Slough, Blue Slough, Cosmopolis, N. P. Crossing, Aberdeen.

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

Table for Aberdeen to Hoquiam with columns for Train No., Class, Time, Distance, Station, and Arrival/Departure times.

Summary table with columns for (3.02), (3.15), (2.45), Thru Time, (2.45), (3.30), (3.00), (3.55), 14.9, 17.6, 20.9, Average Speed per Hour, 20.9, 16.4, 16.1, 16.1.

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.

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

Table listing Time Inspectors and their locations: Huntington, Baker, La Grande, Pendleton, The Dalles, Portland, Aberdeen, Portland.

Table listing Time Inspectors and their locations: Centralia, Tacoma, Georgetown, Seattle, Heppner, Hoquiam, Aberdeen, Olympia.

Standard clocks are located as shown below:

Table listing Standard Clock locations: Huntington, Huntington, Huntington, Durkee, Baker, La Grande, La Grande, La Grande, Kamela, Pendleton, Rieth, Rieth, Umatilla, Umatilla, Condon.

Table listing Standard Clock locations: Shaniko, The Dalles, The Dalles, Portland (Joint), Albina, Albina, Albina, Centralia (Joint), Argo, Seattle (Joint), Heppner, Bend (Joint), Hoquiam (Joint), Aberdeen, Olympia.

Railroad Surgeons are located as shown below:

Large table listing Railroad Surgeons with columns for NAME, TITLE, PLACE, and TERRITORY. Includes names like John R. Nilsson, Ralph M. Dodson, Paul E. Spangler, etc.

F. N. FINCH, General Manager

J. C. ALBRIGHT, Assistant General Manager

P. J. LYNCH, Superintendent Transportation

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

H. B. COBURN, Assistant Superintendent . . . . . Seattle, Wash.

S. S. MILLS, Trainmaster . . . . . Portland, Ore.

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

First and Second Subdivisions and Branches

Table listing First and Second Subdivisions and Branches: B. B. JOHNSON, Chief Train Dispatcher; A. McAllister, Asst. Chief Train Dispatcher; D. B. Lefebvre, Train Dispatcher; C. F. Roberts, Train Dispatcher; J. B. McLaughlin, Train Dispatcher; M. H. Galloway, Train Dispatcher; R. V. Dygart, Train Dispatcher; C. E. Wiseman, Train Dispatcher; L. V. Thomas, Train Dispatcher; M. A. Stearns, Train Dispatcher.

Third, Fourth and Fifth Subdivisions and Branches

Table listing Third, Fourth and Fifth Subdivisions and Branches: W. W. SMITH, Chief Train Dispatcher; L. L. Rudd, Asst. Chief Train Dispatcher; R. W. Teeters, Train Dispatcher; W. A. Milner, Train Dispatcher; C. D. Brown, Train Dispatcher; V. B. Dygart, Train Dispatcher; M. A. Stearns, Train Dispatcher; L. V. Neely, Train Dispatcher; J. G. Schatz, Jr., Train Dispatcher; R. M. Enfield, Train Dispatcher.