



MAP OF THE
NORTHWESTERN DISTRICT

CORRECTED TO AUG. 1, 1936

SCALE OF MILES



UNION PACIFIC RAILROAD COMPANY
Northwestern District



OREGON DIVISION
TIME-TABLE
No. 24

Effective Sunday,
January 25, 1942
At 12:01 A. M. Pacific Time



FOR EMPLOYEES ONLY

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

WESTWARD			FIRST SUBDIVISION			EASTWARD					
Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			Distance from Huntington	Time-Table No. 24			
	259	257	255	1	17	25		January 25, 1942			
	Time Freight	Time Freight	Time Freight	STRAMLINR PASSENGER	Passenger	Passenger		STATIONS			
BCKO PTWXYZ	4.00PM	8.00AM	12.01AM	11.32PM	6.10PM	10.45AM	0.0	DN-R HUNTINGTON HU	4.8		
3,636 P	4.13	8.20 ¹⁸	12.10	11.41	6.19	10.55	4.8	DN LIME BY	3.8		
3,671 P	4.23	8.33	12.17	11.48	6.23	11.00	8.8	JETT	3.0		
3,603 PW	4.33	8.45	12.23	11.53PM	6.28	11.06	12.2	WEATHERBY	4.9		
3,635 P	4.46	9.00	12.33	12.02AM	6.36	11.14	17.1	NELSON	3.5		
WB 3,617 BKPWX EB 3,584 Y	4.55	9.10	12.40	12.06	6.42	11.20	20.6	DN DURKEE DU	3.6		
3,560 P	5.04	9.21	12.50	12.11	6.47	11.26	24.2	LEONARD	3.5		
3,633 P	5.16	9.31	1.00	12.18	6.55	11.33	27.7	DN OXMAN ON	3.1		
3,720 P	5.22	9.40	1.07	12.25	7.02	11.39	30.8	HINDMAN	3.2		
WB 3,651 OPWY EB 3,950	5.30	9.49	1.17	12.32	7.11	11.45	34.0	PLEASANT VALLEY	3.6		
3,668 PXY	5.40	10.00	1.25	12.37	7.17	11.51	37.6	DN ENCINA NA	4.3		
4,108 P	5.53	10.12	1.35	12.44	7.24	11.58AM	41.9	QUARTZ	3.8		
WB 3,683 BKOPW EB 3,971 XYZ	6.10	10.30	1.48	12.52	7.35	12.12PM	47.7	DN BAKER BC	4.5		
3,629 P	6.25	10.45	1.58	12.57	7.44	12.18	52.2	WING	5.9		
3,450 P	6.43	11.03	2.10	1.02	7.52	12.26	58.1	DN HAINES KB	4.7		
3,600 P	6.57	11.17	2.19	1.06	7.59	12.32	62.8	HUTCHINSON	4.6		
WB 3,995 PW EB 3,634	7.09	11.30	2.30	1.10	8.06	12.39	67.4	DN NORTH POWDER HD	3.0		
3,624 P	7.19	11.40	2.39	1.13	8.11	12.44	70.4	LUN	2.7		
3,526 P	7.28	11.53AM	2.52	1.17	8.19	12.51	74.1	SAGO	2.8		
WB 3,521 CPVWXY EB 3,638	7.37	12.01PM	3.00	1.21	8.25	12.56	78.9	DN TELOCASET WK	4.0		
3,914 P	7.48	12.08	3.12	1.28	8.32	1.02	80.9	CROOKS	3.3		
3,576 P	7.58	12.21	3.19	1.34	8.40	1.08	84.2	PYLE	2.9		
3,474 PVWY	8.05	12.30	3.27	1.40	8.45	1.14	87.1	DN UNION JCT. UN	3.8		
3,650 P	8.11	12.38	3.35	1.43	8.50	1.20	90.7	HOT LAKE	3.5		
3,523 P	8.20	12.47	3.45	1.46	8.55	1.25	94.5	LONETREE	5.0		
BCJKOP TWXYZ	A 8.30PM	A 1.00PM	A 4.00AM	A 1.53AM	A 9.05PM	A 1.35PM	99.5	DN-R LA GRANDE Dispr Q RA			

W. B.—Westward Siding. (4.30) (5.00) (3.59) Thru Time	(2.21) (2.55) (2.50)	.....
E. B.—Eastward Siding. 22.1 19.9 25.0	42.3 34.1 35.1	.....	Average Speed per Hour

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

*Note.—No. 1 will run only on the following dates:
Due to leave 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, extra trains and yard engines.
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.

WESTWARD			FIRST SUBDIVISION			EASTWARD					
Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			Distance from Portland	Time-Table No. 24			
	254	258	260	2	18	26		January 25, 1942			
	Time Freight	Time Freight	Time Freight	STRAMLINR PASSENGER	Passenger	Passenger		STATIONS			
BCKO PTWXYZ	4.00PM	8.00AM	12.01AM	11.32PM	6.10PM	10.45AM	0.0	DN-R HUNTINGTON HU	4.8		
3,636 P	4.13	8.20 ¹⁸	12.10	11.41	6.19	10.55	4.8	DN LIME BY	3.8		
3,671 P	4.23	8.33	12.17	11.48	6.23	11.00	8.8	JETT	3.0		
3,603 PW	4.33	8.45	12.23	11.53PM	6.28	11.06	12.2	WEATHERBY	4.9		
3,635 P	4.46	9.00	12.33	12.02AM	6.36	11.14	17.1	NELSON	3.5		
WB 3,617 BKPWX EB 3,584 Y	4.55	9.10	12.40	12.06	6.42	11.20	20.6	DN DURKEE DU	3.6		
3,560 P	5.04	9.21	12.50	12.11	6.47	11.26	24.2	LEONARD	3.5		
3,633 P	5.16	9.31	1.00	12.18	6.55	11.33	27.7	DN OXMAN ON	3.1		
3,720 P	5.22	9.40	1.07	12.25	7.02	11.39	30.8	HINDMAN	3.2		
WB 3,651 OPWY EB 3,950	5.30	9.49	1.17	12.32	7.11	11.45	34.0	PLEASANT VALLEY	3.6		
3,668 PXY	5.40	10.00	1.25	12.37	7.17	11.51	37.6	DN ENCINA NA	4.3		
4,108 P	5.53	10.12	1.35	12.44	7.24	11.58AM	41.9	QUARTZ	3.8		
WB 3,683 BKOPW EB 3,971 XYZ	6.10	10.30	1.48	12.52	7.35	12.12PM	47.7	DN BAKER BC	4.5		
3,629 P	6.25	10.45	1.58	12.57	7.44	12.18	52.2	WING	5.9		
3,450 P	6.43	11.03	2.10	1.02	7.52	12.26	58.1	DN HAINES KB	4.7		
3,600 P	6.57	11.17	2.19	1.06	7.59	12.32	62.8	HUTCHINSON	4.6		
WB 3,995 PW EB 3,634	7.09	11.30	2.30	1.10	8.06	12.39	67.4	DN NORTH POWDER HD	3.0		
3,624 P	7.19	11.40	2.39	1.13	8.11	12.44	70.4	LUN	2.7		
3,526 P	7.28	11.53AM	2.52	1.17	8.19	12.51	74.1	SAGO	2.8		
WB 3,521 CPVWXY EB 3,638	7.37	12.01PM	3.00	1.21	8.25	12.56	78.9	DN TELOCASET WK	4.0		
3,914 P	7.48	12.08	3.12	1.28	8.32	1.02	80.9	CROOKS	3.3		
3,576 P	7.58	12.21	3.19	1.34	8.40	1.08	84.2	PYLE	2.9		
3,474 PVWY	8.05	12.30	3.27	1.40	8.45	1.14	87.1	DN UNION JCT. UN	3.8		
3,650 P	8.11	12.38	3.35	1.43	8.50	1.20	90.7	HOT LAKE	3.5		
3,523 P	8.20	12.47	3.45	1.46	8.55	1.25	94.5	LONETREE	5.0		
BCJKOP TWXYZ	A 8.30PM	A 1.00PM	A 4.00AM	A 1.53AM	A 9.05PM	A 1.35PM	99.5	DN-R LA GRANDE Dispr Q RA			

W. B.—Westward Siding. (4.30) (5.00) (3.59) Thru Time	(2.21) (3.00) (3.25)	.....
E. B.—Eastward Siding. 22.1 19.9 25.0	42.3 33.2 29.1	.....	Average Speed per Hour

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

*Note.—No. 2 will run only on the following dates:
Due to leave 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, extra trains and yard engines.
No. 18 will stop on flag at any station for revenue passengers when destined Cheyenne and beyond.

WESTWARD		SECONO SUBDIVISION							EASTWARD			
Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS				Distance from Huntington	Time-Table No. 24			
	259	257	255	17	25	1	62		January 25, 1942			
	Time Freight	Time Freight	Time Freight	Passenger	Passenger	STREAMLINER PASSENGER	Passenger		STATIONS			
	Daily	Daily	Daily	Daily	Daily	SEE * NOTE BELOW	Daily		DN-R	LA GRANDE	Dispr Q RA	
BCJKOP TWXYZ	9.30PM	2.00PM	4.20AM	9.15PM	1.45PM	1.53AM		99.5				
3,634 P	9.45 ²⁶⁰	2.17	4.30	9.22	1.53	2.00		103.6		PERRY		
WB 3,661 EB 3,669 PVWXY	10.00	2.30	4.37	9.28 ²⁶⁰	1.59	2.05		107.5	DN	HILGARD	DY	
3,645 P	10.12	2.42	4.45	9.38	2.07	2.13		111.2		GLOVER		
3,559 P	10.19	2.49	4.51 ²⁵⁴	9.43	2.12	2.19		113.5		MOTANIC		
3,909 P (W.M.P. 275.1)	10.25	2.55	4.55 ¹⁸	9.49	2.16	2.25		115.6		BODIE		
	10.32	3.01	5.00	9.53	2.20	2.29		117.5		NORDEEN		
C 3,516 BKOPW XY	10.35	3.05	5.02	9.55	2.23	2.32		118.4	DN	KAMELA		
P	10.44	3.14	5.09	10.00	2.28	2.37		121.3		ROSS		
WB 5,250 EB 3,680 PWX	10.55	3.27	5.19	10.06	2.35	2.43		124.5	DN	MEACHAM	MH	
3,657 P	11.09	3.43	5.30	10.14	2.43	2.52		128.8		PORTER		
4,188 P	11.20	3.55	5.39	10.20	2.49	2.58		132.0	DN	HURON	KR	
4,417 PW	11.32 ²	4.09	5.50	10.26	2.54	3.04 ²⁵⁴		135.7		CAMP		
3,661 P	11.40	4.15	5.57	10.30	2.57	3.08		137.9		NORTH FORK		
WB 3,661 EB 3,650 PWY	11.47PM	4.27	6.07	10.35	3.03	3.13		141.3	DN	DUNCAN	NF	
3,648 P	12.01AM	4.37	6.15	10.40	3.07	3.18		144.2		SLOAN		
3,634 P	12.13	4.47	6.25	10.45	3.11	3.22		147.3		CONWAY		
5,145 P	12.25	4.55	6.31	10.50	3.16	3.26		150.0		BONIFER		
WB 3,812 EB 4,202 PWXY	12.35	5.05	6.39	10.55	3.21	3.30		152.4	DN	GIBBON	GI	
4,825 P	12.45	5.15	6.46	11.02 ²	3.26	3.34 ¹⁸		155.0		TUMIA		
3,630 P	12.51	5.21 ²⁶	6.53	11.07	3.30	3.37		157.4		THORN HOLLOW		
4,876 P	1.04	5.33	7.00	11.11	3.35	3.40		160.0		HOMLY		
3,695 PW	1.12	5.41	7.08	11.15	3.40	3.44		162.4	DN	CAYUSE	CA	
3,647 P	1.20 ²⁵⁴	5.49	7.15	11.18	3.44	3.46		164.8		MINTHORN		
3,559 P	1.33	6.02	7.25	11.23	3.49 ²⁶⁰	3.51		168.6		MISSION		
4,902 P	1.39	6.09	7.32	11.26	3.52	3.53		170.8		MUNRA		
3,522 BKOPW XYZ	1.48	6.19	7.41	11.35PM 12.10AM	3.59 4.05	3.58	12.05AM	173.8	DN	PENDLETON	FD	
BCJKO PTWX	A 2.00AM	A 6.30PM	A 7.50AM	A 12.20AM	A 4.15PM	A 4.03AM	A 12.15AM	177.5	DN-R	RIETH	N	
										(78.0)		

W. B.—Westward Siding. (4.30) (4.30) (3.30) (3.05) (3.30) (2.10) (0.10) Thru Time
 E. B.—Eastward Siding. 17.3 17.3 22.3 25.3 31.2 36.9 22.2 Average Speed per Hour
 C.—Center Siding.

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

*Note.—No. 1 will run only on the following dates:
 Due to leave La Grande on the 6th, 12th, 18th, 24th and 30th, of each month.
 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, extra trains and yard engines.

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		SECONO SUBDIVISION							EASTWARD			
Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS				Distance from Portland	Time-Table No. 24			
	61	18	26	2	254	258	260		January 25, 1942			
	Passenger	Passenger	Passenger	STREAMLINER PASSENGER	Time Freight	Time Freight	Time Freight		STATIONS			
									DN-R	LA GRANDE	Dispr Q RA	
BCJKOP TWXYZ								289.9				
3,634 P		A 5.30AM	A 7.20PM	A 12.47AM				285.8		PERRY		
WB 3,661 EB 3,669 PVWXY		5.16	7.05	12.37				281.9	DN	HILGARD	DY	
3,645 P		5.10	6.59	12.30				278.2		GLOVER		
3,559 P		5.04 ²⁵⁴	6.53	12.23				275.9		MOTANIC		
3,909 P (W.M.P. 275.1)		4.59	6.49	12.18				273.8		BODIE		
		4.55 ²⁵⁵	6.45	12.14				271.9		NORDEEN		
C 3,516 BKOPW XY		4.52	6.42	12.10				271.0	DN	KAMELA		
P		4.50	6.40	12.08				268.1		ROSS		
WB 5,250 EB 3,680 PWX		4.41	6.32	12.02AM				264.9	DN	MEACHAM	MH	
3,657 P		4.35	6.25	11.57PM				260.6		PORTER		
4,188 P		4.22	6.14	11.47				257.4	DN	HURON	KR	
4,417 PW		4.15	6.07	11.38				253.7		CAMP		
3,661 P		4.09	6.00	11.32 ²⁵⁹				251.5		NORTH FORK		
WB 3,661 EB 3,650 PWY		4.05	5.56	11.28				248.1	DN	DUNCAN	NF	
3,648 P		4.00	5.50	11.23				245.2		SLOAN		
3,634 P		3.55	5.44	11.18				242.1		CONWAY		
5,145 P		3.50	5.39	11.13				239.4		BONIFER		
WB 3,812 EB 4,202 PWXY		3.45	5.34 ²⁶⁰	11.08				237.0	DN	GIBBON	GI	
4,825 P		3.40	5.30	11.05				234.4		TUMIA		
3,630 P		3.34 ¹	5.24	11.02 ¹⁷				232.0		THORN HOLLOW		
4,876 P		3.31	5.21 ²⁵⁷	10.59				229.4		HOMLY		
3,695 PW		3.28	5.17	10.55				227.0	DN	CAYUSE	CA	
3,647 P		3.25	5.13	10.51				224.6		MINTHORN		
3,559 P		3.22	5.09	10.49				220.8		MISSION		
4,902 P		3.17	5.03	10.45				218.6		MUNRA		
3,522 BKOPW XYZ		3.14	5.00	10.41				215.6	DN	PENDLETON	FD	
BCJKO PTWX		A 2.25AM	3.10 2.50	10.36				211.9	DN-R	RIETH	N	
		2.10AM	2.40AM	4.35PM						(78.0)		

W. B.—Westward Siding. Thru Time..... (0.15) (2.50) (2.45) (2.17) (5.15) (5.30) (7.00)
 E. B.—Eastward Siding. Average Speed per Hour..... 14.8 27.5 28.4 32.4 14.9 14.2 11.1
 C.—Center Siding.

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

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

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

Length of sidings in feet, etc. See Rule 6(A).	THIRD SUBDIVISION										Distance from Huntington	Time-Table No. 24 January 25, 1942	
	SECOND CLASS					FIRST CLASS							
	329 Mixed Daily Ex. Sun.	257 Time Freight Daily	251 Time Freight Daily	255 Time Freight Daily	259 Time Freight Daily	313 Mixed Daily Ex. Sat. and Mon.	25 Passenger Daily	1 STREAMLINER PASSENGER *SEE NOTE BELOW	11 Passenger Daily	17 Passenger Daily			62 Passenger Daily
BCJKO PTWX		7:00PM		8:20AM	4:05AM		4:20PM	4:03AM		12:20AM	12:15AM	177.5	DN-R RIETH N
4,821 P		7:10		8:26	4:10		4:26 ³⁰	4:07		12:33	12:23	181.1	BARNHART
4,790 P		7:18		8:35	4:18		4:33	4:12		12:40	12:30	186.0	CAMPBELL
650												187.8	YOKUM
4,699 P		7:26		8:45	4:25		4:39	4:17		12:48	12:38	190.9	NOLIN
4,655 PW		7:36		8:57	4:35 ²⁵⁸		4:49	4:24		12:57	12:47	197.4	DN ECHO HI
4,600 P		7:42		9:03	4:40		4:56	4:27 ²⁵⁸		1:03	12:53	200.7	STANFIELD ND
JP		7:50		9:12	4:47		5:01	4:31		1:10	1:00	205.8	DN HINKLE UK
JP					4:47						1:00	205.8	DN HINKLE UK
4,613 P		VIA MUNLEY			5:00		VIA MUNLEY	VIA MUNLEY		VIA MUNLEY	1:27 ⁶¹	209.8	D HERMISTON MN
BKOP TWXY			12:01PM		5:20AM							215.8	DN-R UMATILLA CS
3,081 P			12:15					1:30AM			A 1:40AM	220.0	BAILEY
3,133 P			12:25					1:43 ¹²				223.2	IRRIGON
3,185 P			12:35					1:55				226.9	JUDSON
4,852 JPWY			12:50					2:04				232.2	DN MESSNER FC
4,842 P		7:57		9:20			5:06	4:34		1:15		208.7	WESTLAND
			VIA UMATILLA				5:08					211.0	ORDNANCE
4,787 PW		8:05		9:30			5:11	4:38		1:32 ¹⁸		218.6	MUNLEY
4,794 P		8:12		9:40			5:17	4:42		1:43		219.4	CLARKE
4,852 JPWY		8:20	12:50	9:50			5:23	4:46	2:04	1:50		228.9	DN MESSNER FC
839 P		8:23	12:55	9:53			5:27	4:48	2:08	1:52		225.7	D BOARDMAN BD
4,778 P		8:26	1:05	9:57			5:30	4:49	2:11	1:56		227.5	PETERS
4,776 P		8:33	1:33	10:04			5:34	4:52	2:19	2:02		231.4	CASTLE
5,061 P		8:42	1:50	10:16			5:40	4:57	2:29	2:12		237.2	BOULDER
780 JP		11:45PM	8:48	1:58	10:24		5:45	5:00	2:36	2:18		241.2	N HEPNER JCT. WI
4,870 P		11:50	8:55	2:02	10:27		5:47	5:02	2:40 ²⁵⁸	2:20 ²⁵⁸		242.7	WILLOWS
4,772 P		11:58PM	9:02	2:10	10:36		5:52	5:06	2:48	2:29		247.1	SILICA
WB 6,255 JOPTWX EB 5,880		A 12:05AM	9:14	2:45 ²⁶	10:45		5:59	5:11	2:56	2:38		251.7	DN ARLINGTON MX
4,918 P		9:29	2:52	10:52			6:13	5:15	3:03	2:44		255.4	GILMORE
4,799 PW		9:36	3:02	11:00			6:19	5:19	3:12	2:52		259.9	BLALOCK
4,765 P		9:42	3:12	11:08			6:24	5:22	3:20	2:59		263.9	RAMSAY
4,799 P		9:47	3:17	11:12			6:27	5:24	3:24	3:04		266.8	N QUINTON QN
4,854 P		9:54	3:27	11:18			6:32	5:28	3:32	3:11		270.6	HOOK
4,805 P		10:00	3:34	11:25			6:36	5:32	3:40	3:18		274.6	GOFF
5,070 PW		10:05	3:42	11:30			6:39	5:35	3:46	3:24		277.4	DAY
4,879 P		10:10	3:50	11:34			6:44	5:37	3:51	3:29		280.1	RUFUS
4,834 P		10:15	3:57	11:38			6:47	5:39	3:56	3:34		282.7	GRANT
5,376 JP		10:20	4:05	11:42			6:54	5:42	4:02	3:40		285.6	DN BIGGS BX
2,633 P		10:26	4:15	11:48			6:59	5:46	4:08	3:46		289.2	MILLER
3,510 P		10:32	4:25	11:55			7:04	5:50	4:16	3:54		293.1	CELLO
JPV		10:35	4:30	11:57AM		3:55AM	7:06	5:51	4:18	3:56		294.8	N OREGON TRUNK JCT. VO
Spur												296.0	DILLON
5,560 P		10:41	4:42	12:02PM		4:05	7:10	5:54	4:25	4:02		297.8	DUNE
Spur		10:47	4:50	12:09		4:15	7:14	5:58	4:30	4:07		301.8	SEUFERT
BKOPT WXZ		A 11:00PM	A 5:00PM	A 12:15PM		A 4:25AM	A 7:25PM	A 6:05AM	A 4:40AM	A 4:15AM		305.3	DN-R THE DALLES DE-WH

W.B.—Westward Siding. Thru Time..... (0.20) (4.00) (4.59) (3.55) (1.15) (0.30) (3.05) (2.02) (3.10) (3.55) (1.25) Thru Time
 E.B.—Eastward Siding. Average Speed per Hour 31.6 32.0 19.8 32.6 30.6 22.0 41.4 62.9 31.2 32.6 27.0

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 2 is superior to westward trains of the same class.—See Rule 5-72.

*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 five minutes by first class trains, and not less than fifteen minutes by second class, extra trains and yard engines.

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.

THIRD SUBDIVISION EASTWARD

Length of sidings in feet, etc. See Rule 6(A).	THIRD SUBDIVISION										Distance from Portland	Time-Table No. 24 January 25, 1942	
	FIRST CLASS					SECOND CLASS							
	61 Passenger Daily	26 Passenger Daily	2 STREAMLINER PASSENGER *SEE NOTE BELOW	18 Passenger Daily	12 Passenger Daily	258 Time Freight Daily	314 Mixed Daily Ex. Sun. & Mon.	330 Mixed Daily Ex. Monday	250 Time Freight Daily	260 Time Freight Daily			
DN-R RIETH N	211.9	A 2:10AM	A 4:35PM	A 10:30PM	A 2:40AM					A 5:30AM			A 11:30AM
BARNHART	208.3	2:03	4:26 ²⁵	10:25	2:30					5:10			11:15
CAMPBELL	203.4	1:57	4:19	10:20	2:21					4:59			11:05
YOKUM	201.6												
NOLIN	198.5	1:51	4:11	10:15	2:14					4:47			10:45
DN ECHO HI	192.0	f 1:43	f 4:02	10:07	2:02					4:35 ²⁵⁰			10:25
STANFIELD ND	188.7	f 1:38	f 3:54	10:03	1:55					4:27 ¹			10:15
DN HINKLE UK	184.1	1:33	3:48	9:58	1:48					4:15			10:00
DN HINKLE UK	193.4	1:33											10:00
D HERMISTON MN	189.4	f 1:27 ⁶²											9:45
DN-R UMATILLA CS	182.9	1:20AM											9:30AM
BAILEY	178.7		VIA MUNLEY										
IRRIGON	175.5		VIA MUNLEY										
JUDSON	171.9		VIA MUNLEY										
DN MESSNER FC	165.5		VIA MUNLEY										
WESTLAND	160.7		3:43	9:55	1:40					3:59			
ORDNANCE	178.4		f 3:41										VIA UMATILLA
MUNLEY	175.8		3:38	9:51	1:32 ¹⁷					3:45			
CLARKE	170.0		3:30	9:45	1:22					3:30			
DN MESSNER FC	165.5		3:23	9:40	1:14					3:18			8:10
D BOARDMAN BD	163.7		f 3:20	9:38	1:12					3:14			8:05
PETERS	161.9		3:15	9:36	1:10					3:10			8:00
CASTLE	158.0		3:11	9:33	1:06					3:00			7:50
BOULDER	152.2		3:04	9:28	1:00					2:50			7:38
N HEPNER JCT. WI	148.2		3:00	9:24	12:55					2:44		A 3:30AM	7:30
WILLOWS	146.7		2:58	9:23	12:53					2:40 ¹¹ 2:20 ¹⁷			3:25
SILICA	142.3		2:53	9:19	12:48					2:07			3:18
DN ARLINGTON MX	137.7		s 2:45 ²⁵¹	9:14 ²⁵⁷	12:43					1:54			3:10AM
GILMORE	134.0		2:37	9:10	12:34					1:43			6:58
BLALOCK	129.5		f 2:32	9:05	12:29					1:36			6:48
RAMSAY	125.5		2:27	9:02	12:25					1:30			6:40
N QUINTON QN	123.1		2:24	8:59	12:22					1:25			6:34
HOOK	118.8		2:19	8:56	12:17					1:18			6:26
GOFF	114.8		2:15	8:52	12:13					1:11			6:18
DAY	112.0		2:12	8:50	12:10					1:06			6:10
RUFUS	109.8		f 2:08	8:48	12:07					1:01			6:06
GRANT	106.7		2:04	8:46	12:04					12:55			6:00
DN BIGGS BX	103.8		f 1:59	8:43	12:01AM					12:50			5:54
MILLER	100.2		1:53	8:40	11:55PM					12:40			5:46
CELLO	96.3		1:48	8:36	11:51					12:32			5:36
N OREGON TRUNK JCT. VO	95.1		1:46	8:35	11:49					12:28		A 12:44AM	5:32
DILLON	93.4												
DUNE	91.6		1:42	8:32	11:45					12:20			5:22
SEUFERT	87.6		1:37	8:28	11:40					12:10			5:12
DN-R THE DALLES DE-WH	84.1		1:30PM	8:23PM	11:35PM					12:01AM			5:00AM

W.B.—Westward Siding. Thru Time..... (0.50) (3.05) (2.07) (3.05) (2.10) (0.50) (2.20) (0.24) (0.20) (4.00) (2.00)
 E.B.—Eastward Siding. Average Speed per Hour 46.0 41.4 60.4 41.4 45.6 23.2 27.5 31.5 24.7 19.1

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 2 is superior to westward trains of the same class.—See Rule 5-72.

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

WESTWARD				HEPPNER BRANCH				EASTWARD			
Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS			Distance from Heppner	Time-Table No. 24 January 25, 1942			Distance from Heppner Jct.	SECOND CLASS		
		329 Mixed	331 Mixed			STATIONS			330 Mixed		
		Daily Except Saturday and Sunday	Saturday								
2,867 BKOPT WXY		9.00PM	7.15PM	0.0	D-R	HEPPNER	HR	46.2	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	ON	23.3		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	
830 W		10.55	8.55	30.7		CECIL		14.5		4.13	
734		11.20	9.15	38.4		RHEA		6.8		3.50	
1,780 JPX		11.45PM	9.45PM	45.2	N-R	HEPPNER JCT.	WI	0.0		3.30AM	
						(45.2)				Daily Except Monday	
	(2.45) 10.4	(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, etc. See Rule 6(A).	SECOND CLASS			Distance from Condon	Time-Table No. 24 January 25, 1942			Distance from Arlington	SECOND CLASS		
		327 Mixed	317 Mixed			STATIONS			328 Mixed		
		Daily Except Saturday	Saturday								
5,200 BKOPV WXY		9.00PM	7.15PM	0.0	D-R	CONDON	CD	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 JOPTWX EB 5880		12.01AM	10.00PM	44.5	DN-R	ARLINGTON	MX	0.0		3.15AM	
						(44.5)				Daily	
	(3.01) 14.8	(2.45) 16.2	..... Thru Time				(3.15) 12.7	..... 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, etc. See Rule 6(A).	SECOND CLASS			Distance from Shaniko	Time-Table No. 24 January 25, 1942			Distance from Biggs	SECOND CLASS		
		325 Freight				STATIONS			326 Freight		
		Wed. and Sat.									
3,385 BKOPV XY		7.45AM		0.0	D-R	SHANIKO	SH	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	VY	39.5		8.55	
Spur		9.35		38.4		ERSKINE		31.3		8.20	
2,422		9.55		42.7	D	MORO	MR	27.0		8.00	
834		10.05		46.8		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	
1,768 PW		11.05		60.0	D	WASCO	WA	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 JPYX		11.55AM		69.7	DN-R	BIGGS	BX	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, etc. See Rule 6(A).	SECOND CLASS			Distance from Bend	Time-Table No. 24 January 25, 1942			Distance from Oregon Trunk Junction	SECOND CLASS		
		313 Mixed	315 Mixed			STATIONS			314 Mixed	312 Mixed	
		Daily Ex. Fri. and Sun.	Saturday								
BCWV OKXZ		7.30PM	2.30PM	0.0	DN-R	BEND	ND	150.0	A	7.35AM	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	10.00PM
						(150.0)				Daily Ex. Sun. & Mon.	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.

WESTWARD

GRAYS HARBOR BRANCH

EASTWARD

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS	Distance from Centralia	Time-Table No. 24 January 25, 1942			Distance from Hoquiam	FIRST CLASS	SECOND CLASS		
	463	685	579		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		578 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.

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			
				2.6	RAISCH	54.9			
1,859 P		2.05	3.33	5.0	GALVIN	52.5	1.23	7.05	11.45
2,285 JPVX		2.43 AM	2.25	12.2	R NELSON JUNCTION	48.8	1.05	6.45	A 8.00 PM
2,690 PWX		2.55	2.30	13.7	N INDEPENDENCE ND	48.8	1.00	6.35	7.52
1,129 P		3.10	2.40	18.3	BALCH	39.2	12.44	6.15	7.40
Spur				20.2	SPRUCETON	37.8			
2,718 P		3.25	2.50	22.2	CEDARVILLE	35.8	12.36	6.05	7.30
2,087 P		3.35	3.00	26.3	LANKNER	31.2	12.26	5.55	7.20
738		3.42	3.10	28.9	RONY	28.6	12.20	5.50	7.15
2,353 P		3.48	3.17	30.8	SAGINAW	26.7	12.15	5.45	7.10
M				31.5	SCHAFFER BROS. CROSSING	26.0			
Spur PWX		3.55	3.25	32.5	SOUTH ELMA	25.0	12.10	5.40	7.05
1,747 P		4.05	3.35	36.0	FULLER	21.5	12.02 AM	5.30	6.50
2,744 PXY		4.30	3.55	42.3	SOUTH MONTESANO	15.2	11.50 PM	5.15	6.30
				42.3	SOUTH MONTESANO	15.2			
PVX				43.8	D MONTESANO MO	16.7			
2,744 PXY		4.30	3.55	42.3	SOUTH MONTESANO	15.2	11.50	5.15	6.30
1,523 P		4.36	4.00	43.8	MELBOURNE	13.7	11.45	4.55	6.14
1,751 PV		4.45	4.08	46.7	PREACHER'S SLOUGH	10.8	11.35	4.45	5.50
1,394				48.8	BLUE SLOUGH	8.7			
6,107 JPWXY		5.00	4.20	51.2	COSMOPOLIS	6.8	11.25	4.30	5.35
				53.3	N. P. CROSSING	4.2			9.00
4,125 BKPVXZ		5.15 AM	4.40 AM	53.9	DN-R ABERDEEN SA	3.6	11.15 PM	4.20 PM	5.20 PM

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

BKOPT WYZ	A 5.45 AM	A 5.00 AM	A 6.00 AM	57.5	DN-R	HOQUIAM	HO	0.0	11.00 PM	4.00 PM	5.00 PM	8.30 PM
						(57.5)			Daily	Saturday	Daily Except Sunday	Daily Ex. Sat. and Sun.
	(3.02) 14.9	(3.15) 17.6	(2.45) 20.9			Thru Time		(2.45) 20.9	(3.30) 16.4	(3.00) 15.1	(3.25) 16.1	
						Average Speed per Hour						

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. Abern
Tacoma.....	S. Grimstead
Georgetown.....	Edw. Lemay
Seattle.....	Benn Tipp
Heppner.....	J. O. Peterson
Hoquiam.....	Kneipps Jewelry Co.
Aberdeen.....	Wittamaki Jewelry Co.
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.	
Kenneth C. Brown.....	Assistant Surgeon.....	Portland, Ore.	Portland.
Joseph M. Roberts.....	Assistant Surgeon.....	Portland, Ore.	Portland.
Paul E. Shingler.....	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.
C. T. Hockett.....	Surgeon.....	Enterprise.	Elgin to Joseph.
C. L. Gilstrap.....	Surgeon.....	La Grande, Ore.	Pendleton to Baker—La Grande to Elgin.
John B. Gregory.....	Surgeon.....	La Grande, Ore.	Pendleton to Baker—La Grande to Elgin.
Lee B. Bouvy.....	Specialist.....	La Grande, Ore.	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 Jct. to Heppner.
J. V. Wilhelm.....	Surgeon.....	Arlington, Ore.	The Dalles to Umatilla and Arlington to Condon.
G. G. Gaunt.....	Surgeon.....	Condon, Ore.	Arlington to Condon.
C. L. Poley.....	Surgeon.....	Moro, Ore.	Biggs to Shaniko.
J. C. Vandever.....	Surgeon.....	Bend, Ore.	Ainsworth to Bend.
Reuter, Thompson, Coberth, Griffith & Smith.....	Surgeons.....	The Dalles, Ore.	Hood River to Umatilla.
I. John Scovin.....	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 Kalsama.
Elmer L. Barr.....	Surgeon.....	Centralia, Wash.	Centralia to South Montesano; Winlock to Tenino.
J. E. Toothaker.....	Surgeon.....	Centralia, Wash.	Centralia to South Montesano; Winlock to Tenino.
I. R. Watkins.....	Surgeon.....	Aberdeen, Wash.	Cosmopolis to Aberdeen.
E. L. Calhoun.....	Surgeon.....	Hoquiam, Wash.	Centralia to Hoquiam.
Ross D. Wright.....	Surgeon.....	Tacoma, Wash.	Tenino to Auburn.
B. E. McConville.....	Surgeon.....	Seattle, Wash.	Tacoma to Seattle.
Francois 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, General Superintendent Transportation

M. C. WILLIAMS, General Superintendent

P. T. McCARTHY, Superintendent..... Portland, Ore.

O. H. NEWMAN, Asst. Superintendent..... Portland, Ore.
H. B. COBURN, Asst. Superintendent..... Seattle, Wash.

L. F. CARROLL, Trainmaster..... Portland, Ore.
S. S. MILLS, Trainmaster..... LaGrande, Ore.

First and Second Subdivisions and Branches

B. B. JOHNSON, Chief Train Dispatcher.....	LaGrande, Ore.
C. F. Roberts, Assistant Chief Train Dispatcher.....	LaGrande, Ore.
C. E. Wizemann, Assistant Chief Train Dispatcher.....	LaGrande, Ore.
J. B. McLaughlin, Asst. Chief Train Dispatcher.....	LaGrande, Ore.
D. B. Lefebvre, Train Dispatcher.....	LaGrande, Ore.
L. V. Thomas, Train Dispatcher.....	LaGrande, Ore.
M. H. Galloway, Train Dispatcher.....	LaGrande, Ore.
R. V. Dygart, Train Dispatcher.....	LaGrande, Ore.
C. W. McWhorter, Train Dispatcher.....	LaGrande, Ore.
R. Wilson, Train Dispatcher.....	LaGrande, Ore.
J. A. Fehr, Train Dispatcher.....	LaGrande, Ore.

Third, Fourth and Fifth Subdivisions and Branches

A. McALLISTER, Chief Train Dispatcher.....	Portland, Ore.
L. L. Rudd, Assistant Chief Train Dispatcher.....	Portland, Ore.
V. B. Dygart, Assistant Chief Train Dispatcher.....	Portland, Ore.
W. W. Smith, Assistant Chief Train Dispatcher.....	Portland, Ore.
R. W. Teeters, Train Dispatcher.....	Portland, Ore.
C. D. Brown, Train Dispatcher.....	Portland, Ore.
L. V. Neely, Train Dispatcher.....	Portland, Ore.
G. J. Schatz, Jr., Train Dispatcher.....	Portland, Ore.
R. M. Enfield, Train Dispatcher.....	Portland, Ore.
C. H. Burnett, Train Dispatcher.....	Portland, Ore.
E. A. Hackett, Train Dispatcher.....	Portland, Ore.