

**SPOKANE, PORTLAND & SEATTLE R'Y CO.**  
**VANCOUVER DIVISION**

**AND**

**OREGON TRUNK RAILWAY**

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**TIME TABLE No. 76**

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**TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.**  
**PACIFIC TIME**

**SUNDAY, MARCH 18, 1934**

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**SUPERSEDING TIME TABLE NO. 75 AND ALL SUPPLEMENTS THERETO**  
**THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

G. E. VOTAW, Superintendent

2		WESTWARD										THIRD SUB-DIVISION—BETWEEN SPOKANE AND PASCO										EASTWARD	
THIRD CLASS		SECOND CLASS		FIRST CLASS		Car Capacity		Distance from Spokane	TIME TABLE No. 76		Distance from Pasco	Water, Fuel, Wood Turn Tables, Spikes	FIRST CLASS		SECOND CLASS		THIRD CLASS						
379		276		1 3		Sidings	Other Tracks		MARCH 18, 1934				STATIONS		2 4		276		380				
N. P. Freight Lv. Daily Ex. Tues.		S. P. & S. Ry. Freight Leave Daily		S. P. & S. Ry. Passenger Leave Daily				DN. SPOKANE (N. P. Depot.).. SF 8.7		377.8		CWTO		7.35 <sup>PM</sup>		3.40 <sup>PM</sup>		N. P. Freight Arr. Daily Ex. Mon.					
ON N. P. RY. BETWEEN MARSHALL JUNCTION N. P. AND SPOKANE, TRAINS WILL BE GOVERNED BY N. P. RY., IDAHO DIV. TIME TABLE AND RULES																							
9.10 <sup>PM</sup>				8.20 <sup>AM</sup>				3.7		DN. MARSHALL JCT.. N. P. MR		388.8		W		7.15 <sup>PM</sup>		3.00 <sup>PM</sup>					
VIA N. P.				9.45 <sup>AM</sup>		Yard				DN. SPOKANE (S. N. Depot.).. Y 2.3		379.6		CWTO		7.00 <sup>PM</sup>		VIA N. P.					
ON G. N. RY. BETWEEN FT. WRIGHT AND SPOKANE TRAINS WILL BE GOVERNED BY G. N. RY. SPOKANE DIVISION TIME TABLE AND RULES																							
VIA N. P.		9.50 <sup>AM</sup>		VIA N. P.		2.3		DN. FORT WRIGHT..... FW		377.2		6.55 <sup>AM</sup>		VIA N. P.		VIA N. P.		VIA N. P.					
VIA N. P.		10.02		VIA N. P.		8.1		P. OVERLOOK.....		371.4		6.45		VIA N. P.		VIA N. P.		VIA N. P.					
9.15		10.09		8.22		75		P. SOBRIER.....		367.8		J		6.39		7.13		2.55					
9.51		10.21		8.34		84		P. SOUTH CHENEY.....		360.3		W		6.27		7.00		2.20					
10.17		10.29		8.43		76		P. MOCK.....		354.8				6.20		6.51		1.60					
10.37		10.37		8.52		85		P. AMBER.....		349.7		W		6.13		6.42		1.20					
11.00		10.46		9.01		84		P. BODNA.....		348.9				6.05		6.32		12.45					
11.20		10.51		9.06		25 W		P. STONER SPUR.....		340.0				5.59		6.26		12.20 <sup>AM</sup>					
11.40		10.59		9.12		ER 185 WB 85		Yard		44.1		DN. LAMONT..... A		335.4		WCT		5.52 * 6.18					
12.16 <sup>AM</sup>		11.09		9.22		87		8		50.1		P. ROCKWELL.....		339.4				5.43 * 6.06					
12.40		11.17		9.31		85		18		56.1		P. MACALL.....		333.4		W		5.35 * 6.56					
1.00		11.26		9.39		84		17		62.1		P. LANZE.....		317.4				5.27 * 6.46					
1.20		11.33		9.48		ER 85 WB 84		26		58.3		D. BRIDGE..... DN		311.2		W		5.19 * 6.36					
1.45		11.41		9.56		86		73.9		5.6		P. ANKENY.....		305.6				5.11 * 6.26					
2.05		11.49		10.05		86		14		79.7		P. HOOPER.....		309.8		W		5.02 * 5.16					
2.40		12.01 <sup>AM</sup>		10.20		ER 89 WB 82		26		58.1		DN. WASHUCONA..... W		301.4		CW		4.50 * 5.01					
3.00		12.11		10.30		88		21		64.4		P. MALDEN.....		355.1				4.41 * 4.49					
3.20		12.20		10.40		ER 86 WB 83		28		109.0		D. KAHLOTUS..... K		277.5		W		4.32 * 4.38					
3.27		12.26		10.45		75		11		104.9		P. MONTGOMERY.....		374.6				4.27 * 4.33					
3.47		12.35		10.56		73		24		110.4		P. FARRINGTON.....		369.1		W		4.18 * 4.23					
4.07		12.46		11.07		70				118.9		P. BIRCH.....		353.6				4.07 * 4.12					
4.28		12.57		11.17						123.6		P. SNAKE RIVER JCT.....		346.9		J		3.57 * 4.02					
4.30		12.58		11.18		86		87		122.8		W. SNAKE RIVER..... SB		350.7				3.56 * 4.01					
4.56		1.07		11.27		85		23		128.5		P. REDD.....		351.0				3.48 * 3.52					
1.43		1.15		11.35		85		10		134.9		P. LIVERY.....		344.8		W		3.40 * 3.44					
1.58		1.24		11.44		78				141.4		P. MARTINDALE.....		338.1				3.31 * 3.36					
2.07 <sup>AM</sup>		6.00 <sup>AM</sup>		1.30 <sup>AM</sup>		11.60 <sup>AM</sup>				146.0		W. AINSWORTH JCT..... AJ		333.5		J		3.25 <sup>AM</sup> * 3.30 <sup>AM</sup>					
				BLOCK DISTRICT—See Schedules Page 3.		Yard		145.8		DN. PASCO..... PA		330.7		WCTO		BLOCK DISTRICT—See Schedules Page 3.							
Arr. Daily Ex. Tues. 3.47 29.7		Arrive Daily 3.59 15.7		Arrive Daily 3.45 39.0		Arrive Daily 3.59 37.6				Time Over District. Average Speed Per Hour.				Leave Daily 3.38 41.6		Leave Daily 4.05 38.0		Leave Daily 3.47 29.7					

**SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.  
BETWEEN PASCO AND AINSWORTH JCT. ALL TRAINS WILL BE HANDLED UNDER BLOCK CARD SYSTEM. SEE TIME TABLE RULE No. 5**

All Northern Pacific trains using S. P. & S. Ry. track between Ainsworth Junction and Marshall Junction will be governed by S. P. & S. Ry. Vancouver Division time table and rules. Helpel District between Spokane and Mock.

Train No. 2 will stop at any station to pick up passengers for scheduled stations east of Spokane when advance arrangements are made for it with agents.  
No. 1 will stop at any station to discharge passengers from east of Spokane and at Benge, Hooper and Kahlotus to discharge passengers from Spokane.

No. 1 will stop at any station on Third Sub-Division to pick up passengers for Vancouver and Portland when advance arrangements are made for it with agents. No. 2 will stop at any station on Third Sub-Division to discharge passengers from Portland and Vancouver.

WESTWARD

THIRD SUB-DIVISION (Continued). BLOCK DISTRICT—AINSWORTH JUNCTION TO PASCO

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Car Capacity of Shuttle	Distance from Spokane	TIME TABLE No. 76 MARCH 18, 1934	Distance from Portland	Water, Fuel, Wagon, Turn Table and other	FIRST CLASS						SECOND CLASS	THIRD CLASS			
					1	3	348				275	379	908	912	910
					S. P. & S. Passenger Leave Daily	S. P. & S. Passenger Leave Daily	N. P. Passenger Leave Daily				S. P. & S. Time Fri. Leave Daily	N. P. Freight Lv. Daily Ex. Tues.	N. P. Way Freight Lv. Daily Ex. Sunday	N. P. Way Freight Lv. Tues. Thur., Sat.	N. P. Way Freight Lv. Mon. Wed., Fri.
148.0	N.....AINSWORTH JCT.....AJ	233.5	J		1:30AM	11:50AM	9:52PM				6:00AM	2:07AM	2:05AM	12:12PM	2:17PM
Yard	148.8 DN.....PASCO.....PA	230.7	WCTO		1:35AM	11:55AM	10:00PM				6:10AM	2:15AM	2:20AM	12:25PM	2:30PM
					Leave Daily	Arrive Daily	Arrive Daily				Leave Daily	Arr. Daily Ex. Tues.	Ar. Daily Ex. Sunday	Ar. Tues. Thur., Sat.	Ar. Mon. Wed., Fri.

BETWEEN AINSWORTH JUNCTION AND PASCO ALL TRAINS WILL BE HANDLED UNDER BLOCK CARD SYSTEM. SEE TIME TABLE RULE No. 5

EASTWARD

THIRD SUB-DIVISION (Continued). BLOCK DISTRICT—PASCO TO AINSWORTH JUNCTION

Car Capacity of Shuttle	Distance from Spokane	TIME TABLE No. 76 MARCH 18, 1934	Distance from Portland	Water, Fuel, Wagon, Turn Table and other	FIRST CLASS						SECOND CLASS	THIRD CLASS			
					2	347	4				276	909	907	380	
					S. P. & S. Passenger Arrive Daily	N. P. Passenger Arrive Daily	S. P. & S. Passenger Arrive Daily				S. P. & S. Time Fri. Arrive Daily	N. P. Way Freight Ar. Daily Ex. Sunday	N. P. Way Freight Ar. Daily Ex. Sunday	N. P. Freight Ar. Daily Ex. Mon.	
148.0	N.....AINSWORTH JCT.....AJ	233.5	J		3:25AM	3:57AM	3:30PM				3:45PM	4:10AM	4:50PM	7:38PM	
Yard	148.8 DN.....PASCO.....PA	230.7	WCTO		3:20AM	3:50AM	3:25PM				3:35PM	4:00AM	4:40PM	7:30PM	
					Leave Daily	Leave Daily	Leave Daily				Leave Daily	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily Ex. Mon.	

BETWEEN PASCO AND AINSWORTH JUNCTION ALL TRAINS WILL BE HANDLED UNDER BLOCK CARD SYSTEM. SEE TIME TABLE RULE No. 5

WESTWARD

FOURTH SUB-DIVISION—BETWEEN GOLDENDALE AND LYLE

EASTWARD

THIRD CLASS	SECOND CLASS	FIRST CLASS	Car Capacity		Distance from Goldendale	TIME TABLE No. 76 MARCH 18, 1934	Distance from Lyle	Water, Fuel, Wagon, Turn Table and other	FIRST CLASS	SECOND CLASS	THIRD CLASS
			Sidings	Other Tracks							
			STATIONS								
	221									220	
	Mixed									Mixed	
	Lv. Daily Ex. Sat.									Ar. Daily Ex. Sunday	
	7:00PM			70	0.0	D.....GOLDENDALE.....GD	41.6	WY		2:50AM	
	7:25			34	6.3	P.....CENTERVILLE.....	35.3			2:25	
	7:45			20	11.4	W.....WARWICK.....	30.2	W		2:05	
	8:15			10	18.9	.....SWALE.....	22.7			1:35	
	8:40			17	24.7	.....WARRIAKUS.....	16.9			1:10	
	8:55			23	28.2	D.....ELIQUITTAT.....EL	18.4	W 1/4 Mi. East		12:55	
	9:05			11	31.3	.....PITT.....	10.3			12:45	
	9:20				35.2	.....WRIGHTS.....	6.4			12:30	
	9:45PM			86	147	DN.....LYLE.....YA	0.0	WTC		12:05AM	
	Ar. Daily Ex. Sat.									Lv. Daily Ex. Sunday	
	2:45 14.1					Time Over Sub-Division Average Speed Per Hour				2:45 14.1	

SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. EXCEPTION: No. 221 is superior to No. 220  
Rule 83-A will not apply on Fourth Sub-Division at initial stations which are not telegraph stations, and at telegraph stations except during office hours, or when an operator is on duty after office hours.

SECOND CLASS		FIRST CLASS		Car Capacity		Distance from Spokane	TIME TABLE No. 76 MARCH 18, 1934		Distance from Portland	Week End West. Time Table and Rules.	FIRST CLASS		SECOND CLASS	
275		3	1	Sidings	Other Trucks		STATIONS	2			4	276		
Time Freight		Passenger	Passenger				Passenger	Passenger	Time Freight					
Leave Daily		Leave Daily	Leave Daily		Yard	148.8	DM.....PASCO.....PA	330.7	WCTOY	3.10M	3.20M			2.00PM
7.20M		12.01M	1.40M											
<b>BETWEEN S. P. &amp; S. JCT. &amp; PASCO TRAINS WILL BE GOVERNED BY N. P. RY., PASCO DIV. TIME TABLE AND RULES</b>														
7.30		12.05	1.45			149.8	S. P. & S. JUNCTION.....	229.7			3.06	3.16		1.50
7.32		12.06	1.46	109	15	150.3	D.....KENNICK.....KN	232.2			3.05	3.15		1.48
7.47		12.14	1.53	77	22	155.4	P.....FINLEY.....	234.1			2.57	3.07		1.35
8.00		12.21	2.01	85	15	159.6	P.....HOVE.....	219.9			2.51	3.00		1.24
8.20		12.31	2.12	117		166.1	P.....YELLEPT.....	213.4	W		2.43	2.50		1.07
8.35		12.40	2.20	82		171.3	P.....TOMAR.....	203.2			2.36	2.41		12.40
8.52		12.49	2.30	85		176.7	P.....MOTTINGKE.....	202.8			2.30	2.32		12.20
9.05		12.56	2.36	119		181.3	P.....BERIAN.....	193.2			2.23	2.24		12.08PM
9.21		1.05	2.43	83	15	186.6	D.....PLYMOUTH.....MO	192.9	W		2.17	2.16		11.50
9.35		1.11	2.48	85		190.6	P.....BARBER.....	183.9			2.12	2.10		11.35
10.00		1.25	2.58	85	10	203.1	N.....PAYERSON.....V	180.5			2.01	1.56		11.05
10.12		1.31	3.03	85		199.6	P.....HARRIS.....	176.4			1.55	1.49		10.50
10.30		1.41	3.10	85	15	208.8	P.....WHITCOMB.....	170.7	W		1.48	1.41		10.30
10.50		1.50	3.18	85		215.4	P.....GALLEY.....	164.1			1.40	1.30		10.05
		1.53			15	217.3	P.....ALDERDALE.....	162.8			1.27			
11.08		1.59	3.26	85		221.6	P.....MORRIS.....	157.9			1.32	1.20		9.45
11.24		2.07	3.33	85		226.9	P.....MOONAX.....	152.6	W		1.25	1.12		9.28
11.40		2.15	3.40	85	40	232.5	D.....MOOREVELY.....RE	148.7	W		1.17	1.02		9.07
11.59		2.24	3.47	85	19	238.7	P.....SUNDALM.....	140.8			1.10	12.53		8.47
12.15M		2.31	3.53	85		244.0	P.....FOUNTAIN.....	136.5	W		1.03	12.45		8.28
12.37		2.38	3.59	85		248.9	P.....GOODHOE.....	130.6			12.57	12.37		8.12
12.55		2.46	4.06	85		253.6	P.....TOWAL.....	125.9			12.51	12.30		7.55
1.16		2.56	4.14	85	17	260.6	P.....OLIFFS.....	118.9	W		12.42	12.19		7.31
1.31		3.03	4.19	85	24	265.3	P.....MAYHILL.....	114.2			12.36	12.12PM		7.15
2.00M		3.15M	4.30M		Yard	272.4	DM.....WISHRAM.....BO	106.1	WCTOY	12.26M	11.59M			6.45M
Arrive Daily		Arrive Daily	Arrive Daily							Leave Daily	Leave Daily			Leave Daily
6.40		8.14	2.50				Time Over District			3.45	8.21			7.15
15.7		28.4	44.0				Average Speed Per Hour			45.8	27.2			17.3

**SPECIAL RULES**

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**

Train No. 2 will stop at any station to pick up passengers for Spokane and scheduled stations east of Spokane when advance arrangements are made for it with agents.

No. 1 will stop at any station to discharge passengers from Spokane and east of Spokane.

All trains will enter passenger yard at Pasco under absolute control.

WESTWARD

FIRST SUB-DIVISION—BETWEEN WISHRAM AND VANCOUVER

EASTWARD

THIRD CLASS			SECOND CLASS			FIRST CLASS			Car Capacity		Distance from Spokane	TIME TABLE No. 76 MARCH 18, 1934			Distance from Portland	Water, Fuel, Fly, Turn, Tables and Hot Spikes.	FIRST CLASS		SECOND CLASS		THIRD CLASS
Local Freight	301		275	273		3	1	Passenger	Passenger	Sidings		Other Trucks	STATIONS	Passenger			Passenger	274	276	302	
Leave Tu.,Th.,Su.	Time Freight	Leave Daily	Time Freight	Leave Daily	Leave Daily	Passenger	Passenger	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Local Freight				
	7.00 <sup>AM</sup>		4.46 <sup>AM</sup>	12.16 <sup>AM</sup>		3.20 <sup>AM</sup>	4.35 <sup>AM</sup>			Yard	373.4	DN.....WISHRAM.....BO	106.1	WTCO	11.56 <sup>AM</sup>	12.17 <sup>AM</sup>		10.30 <sup>AM</sup>	4.36 <sup>AM</sup>	2.25 <sup>AM</sup>	
	7.05		4.50	12.20		3.22	4.37				374.5	.....GELLO WTS SWITCH.....	105.0	Y	11.52			10.20		2.20	
	7.12		4.57	12.26		3.26	4.41	85			376.7	F.....AVERY.....	102.8		11.48	12.11		10.15	4.16	2.10	
	7.20		5.13	12.37		3.34	4.47	75			381.1	.....SPRABER.....	98.4		11.41	12.05 <sup>AM</sup>		10.07	3.55	1.55	
	7.35		5.30	12.48		3.43	4.53	85	22	285.5	F.....NORTHDALES.....	94.0		11.34	11.59		9.59	3.40		1.40	
	8.20		6.05	1.12		3.59	5.07	86	147	394.3	DN.....LYLE.....YA	84.3	WTC	11.19	11.47		9.40	3.15		1.12	
	9.10		6.44	1.37		4.18	5.22	86	83	398.9	DN.....BINGEN WHITE SALMON.SA	75.6		11.02	11.33		9.22	2.40		12.20 <sup>AM</sup>	
	9.25		6.56	1.45		4.24			45	398.5	.....UNDERWOOD.....	72.7		10.56			9.15			11.40	
	9.35		7.02	1.50		4.27	5.30	88	8	398.6	F.....HOOD.....	70.0		10.52	11.26		9.10	2.26		11.30	
	9.50		7.17	2.02		4.37	5.38	87	30	393.7	F.....COOKS.....	65.8	W	10.43	11.19		8.59	2.12		11.00	
	10.29		7.42	2.20		4.53	5.51	86	12	391.8	F.....GARSON.....	57.7		10.29	11.08		8.40	1.50		10.29	
	10.45		7.59	2.30		5.01	5.57	86	51	385.7	DN.....STEVENSON.....NS	53.8		10.21	11.02		8.30	1.40		10.05	
	11.10		8.20	2.42		5.10	6.05	87	36	380.6	F.....CASADIE.....	48.9		10.12	10.55		8.09	1.10		9.15	
	11.30		8.45	2.57		5.22	6.14	86	19	384.7	F.....SKAMANIA.....	43.3	W	10.01	10.46		8.09	1.10		9.15	
	11.50		9.05	3.09		5.31	6.22	84	10	341.7	F.....FRIDDLE.....	37.8		9.52	10.39		7.59	12.55		8.50	
	12.15 <sup>AM</sup>		9.30	3.23		5.42	6.31	106	10	347.3	.....CAPE HORN No Siding.....	35.6		9.48							
	12.35		9.50	3.34		5.51	6.37	108	23	351.9	F.....MT. PLEASANT.....	33.2		9.43	10.31		7.47	12.40		8.25	
	12.55		10.20	3.42		5.57	6.43	96	106	355.1	F.....WASHOUGAL.....	27.6	W	9.35	10.25		7.37	12.28		8.05	
	1.20		10.40	3.53		6.06	6.50	143	4	349.3	D.....CAMAS.....NA	34.4		9.29	10.20		7.30	12.20		7.50	
	1.40		11.00	4.04		6.16	6.57	85		345.0	F.....FISHER.....	19.2		9.20	10.13		7.20	12.05 <sup>AM</sup>		7.35	
	2.00 <sup>AM</sup>		11.30 <sup>AM</sup>	4.15 <sup>AM</sup>		6.25 <sup>AM</sup>	7.05 <sup>AM</sup>			Yard	349.5	F.....McLOUGHLIN.....	14.5		9.10	10.07		7.10	11.45		7.20
												DN.....VANCOUVER.....MX	10.0	WTCYO	9.00 <sup>AM</sup>	10.00 <sup>AM</sup>		7.00 <sup>AM</sup>	11.30 <sup>AM</sup>		7.05 <sup>AM</sup>

BETWEEN PORTLAND AND VANCOUVER TRAINS WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE AND RULES

						7.00 <sup>AM</sup>	7.35 <sup>AM</sup>	Yard	373.5	DN.FORTLAND, Union Depot.VO	0.0		8.25 <sup>AM</sup>	9.30 <sup>AM</sup>						
								Yard	373.5	DN.FORTLAND, West First Dept. OW	0.0	WTCO					6.15 <sup>AM</sup>			
	5.00 <sup>AM</sup>																			
	Arrive Tu.,Th.,Su.		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily						Leave Daily	Leave Daily		Leave Daily	Leave Daily		Leave Mo.,We.,Sa.	
	7.00		6.46	3.55		3.05	3.30						2.55	2.17		3.30	5.05		7.20	
	13.7		14.3	24.5		11.2	14.4						32.9	41.3		27.5	18.9		13.1	

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

- Train No. 2 will stop at any station to pick up passengers for Spokane and scheduled stations east of Spokane when advance arrangements are made for it with agents.
- No. 1 will stop at any station to discharge passengers from Spokane and east of Spokane.
- No. 1 will stop on flag at Stevenson to pick up passengers for Vancouver and Portland.

THIRD CLASS			SECOND CLASS			FIRST CLASS			Car Capacity		TIME TABLE No. 76 MARCH 18, 1934	STATIONS	FIRST CLASS			SECOND CLASS			THIRD CLASS		
			103	311	313				Sidings	Other Tracks						314	310	102			
			Oregon Trunk Mixed	Oregon Trunk Freight	O.-W. R. & N. Time Freight											O.-W. R. & N. Time Freight	Oregon Trunk Freight	Oregon Trunk Mixed			
			Leave Daily	Leave Daily	Leave Daily											Arrive Daily	Arrive Daily	Arrive Daily			
			7.30 <sup>PM</sup>	<sup>314</sup> 8.15 <sup>AM</sup>	1.15 <sup>AM</sup>				Yard		0.0	DN.....BEND.....ND	151.5	W.Y.O.				<sup>311</sup> 7.00 <sup>AM</sup>	<sup>311</sup> 7.40 <sup>AM</sup>		
			f 7.50	<sup>310</sup> 8.32	1.43			7.4	54		7.4	F.....DESCUTES.....ND	144.1					5.45	<sup>311</sup> 6.32	f 7.20	
			s 8.15	<sup>102</sup> 8.50	2.20			15.5	54	78	15.5	D.....REDWOOD.....RD	135.0	W				5.15	6.05	<sup>311</sup> 6.50	
			s 8.22	6.56	2.30			19.3		18	19.3	D.....PRINEVILLE JUNCTION.....JN	122.3					5.06	6.50	s 6.40	
			s 8.30	7.02	2.40			23.0	54		23.0	F.....TERREBONNE.....ND	129.5					4.56	5.40	f 6.30	
			f 8.50	7.17	3.08			29.5	54	27	29.5	F.....OPAL CITY.....ND	123.0	W				4.30	5.18	f 6.10	
			s 9.08	7.31	3.33			35.6	54	45	35.6	.....CULVER.....ND	114.9					4.07	4.59	s 5.52	
			s 9.20 <sup>AM</sup>	7.42 <sup>AM</sup>	<sup>314</sup> 3.50 <sup>AM</sup>			41.3	Yard		41.3	N.....METOLIUS.....MB	110.2	T. W. C.				<sup>313</sup> 3.50 <sup>AM</sup>	4.45 <sup>AM</sup>	s 5.40 <sup>AM</sup>	

BETWEEN SOUTH JUNCTION AND METOLIUS TRAINS WILL BE GOVERNED BY O.-W. R. & N. CO. TIME TABLE AND RULES

			s 10.35 <sup>AM</sup>	9.02 <sup>AM</sup>	5.40 <sup>AM</sup>			55.7			55.7	F.....SOUTH JUNCTION.....JN	85.8					2.35 <sup>AM</sup>	3.01 <sup>AM</sup>	s 4.15 <sup>AM</sup>
			f 10.41	9.07	5.47			67.5			67.5	F.....JERRY.....ND	84.0					2.29	2.55	f 4.10
			f 10.51	9.17	5.57			71.2	54		71.2	F.....KASKELA.....ND	80.3					2.18	2.45	f 3.58
			s 11.05	9.28	6.10 <sup>AM</sup>			75.1			75.1	N.....NORTH JUNCTION.....JN	75.4					2.05 <sup>AM</sup>	2.31	s 3.44
			f 11.10	9.33				77.9	54		77.9	F.....NATHAN.....ND	78.6	W				2.25		f 3.39
			f 11.22	9.48				83.9			83.9	F.....FRIDA.....ND	67.6					2.08		f 3.20
			f 11.32	9.58				87.7	54		87.7	F.....NENA.....ND	68.8	W				1.58		f 3.09
			11.57	10.19				95.1	54		95.1	.....CAMERAI.....ND	55.4					1.33		2.44
			s 11.59	10.21				95.8		32	95.8	D.....MAUPIN.....AU	54.7					1.31		s 2.41
			f 12.10 <sup>AM</sup>	10.30				100.7		25	100.7	F.....TUSKAN.....ND	50.8	W				1.20		f 2.29
			f 12.30	10.37				103.8	54		103.8	F.....SHEKAR.....ND	47.7					1.10		f 2.20
			f 12.50 <sup>AM</sup>	10.55				111.6	54		111.6	F.....OAKBROOK.....ND	39.9	W				<sup>102</sup> 12.50 <sup>AM</sup>		f 2.00
			f 1.13	11.19				120.9	54		120.9	F.....SINAMOX.....ND	30.6					12.29		f 1.37
			f 1.27	11.28				125.1	54		125.1	F.....DINE.....ND	26.4	W				12.19		<sup>102</sup> f 1.27
			f 1.46	11.47				133.5	55		133.5	F.....LOOKIT.....ND	18.0							f 1.10
			f 2.01	12.01 <sup>PM</sup>				139.9	56		139.9	F.....KLOAN.....ND	11.5					11.46		f 12.56
			f 2.14	12.14				145.8	55		145.8	F.....MOODY.....ND	5.7					11.32		f 12.43
			2.25	12.26				150.6			150.6	.....CELLO WYE.....ND	0.9					11.20		12.33
			s 2.30 <sup>AM</sup>	12.30 <sup>AM</sup>				151.5	Yard		151.5	DN.....WISHRAM.....BC	0.0	W.C.T.Y.O.				11.15 <sup>PM</sup>		12.30 <sup>AM</sup>
			Arrive Daily	Arrive Daily	Arrive Daily													Leave Daily	Leave Daily	Leave Daily
			7.00 21.6	6.15 24.2	4.55 15.5													4.05 18.8	7.45 19.5	7.10 21.1

**SPECIAL RULES**

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Derail in main line 713 feet west of west end depot at Bend is open except when thrown for trains to pass.

Nos. 102 and 103 will stop on flag at Fitz, 120 feet east of M. P. 65.

## SPECIAL RULES

- No. 1. Special rules supersede rules and regulations of transportation department.
- No. 2. When an order is put out to a train at a station, directing them to meet an opposing train at that station, and the order contains the clause: "... gets this order at meeting point," the train receiving the order at the meeting point will hold the main track, and the other train must take the siding.
- No. 3. **Registering Stations:**  
Portland, Vancouver, Wishram, Pasco, Spokane, Goldendale, North Junction, South Junction, Metolius, Bend, Scribner for No. 1. Lyle for Nos. 220 and 221.
- No. 4. **Standard Clocks and Bulletin Boards:**  
Portland, Portland Round House (Gen'l Foreman's Office), Vancouver, Vancouver Yard Office, Lyle, Wishram, Pasco, Spokane, Bend.
- No. 5. **Block District:**  
Between Pasco and Ainsworth Jct., all trains will be handled under Block Card System, which will consist of a Clearance Card, form No. 1226, properly numbered and completed. See rules on back of Clearance Card, form No. 1226.
- No. 6. **Yards:**  
Vancouver—Yard limit boards: east, 4463 feet east of Barracks track switch; north, just north of 39th St.  
Camas—Yard limit boards: east, 3000 feet east of East House track switch; west, 3000 feet west of West passing track switch.  
Bingen-White Salmon—Yard limit boards: west, 3500 feet west of west passing track switch; east, 3500 feet east of east passing track switch.  
Lyle—Yard limit boards: west, 3514 feet west of west passing track switch; east, 3092 feet east of east passing track switch.  
Klickitat—Yard limit boards: east, 2500 feet east of east yard switch; west, 2500 feet west of west yard switch.  
Wishram—Yard limit boards: west, 2809 feet west of Celilo Wye switch; east, 7472 feet east of east switch (east of Tunnel 12). Oregon Trunk Ry., 862 feet east of Celilo Junction switch.  
Kennewick—Yard limit boards: east, 250 feet west of head block, S. P. & S. Jct.; west, 2000 feet west of west passing track switch.  
Pasco—Yard limit board: east, 1068 feet east of Panama Junction switch.  
Lamont—Yard limit boards: west, 6133 feet west of west switch; east, 4000 feet east of east switch.  
Maupin—Yard limit boards: west, 2400 feet west of west industry track switch at Maupin; east, 2500 feet east of east passing track switch at Cambrai.  
North Junction—Yard limit boards: west, 3500 feet west of Junction switch; east, 4000 feet east of Junction switch.  
Metolius: Yard limit boards: west, 2600 feet west of west yard switch on O.-W. R. & N.; east, 5830 feet east of east yard switch.  
Culver—Yard limit boards: west, 1500 feet west of west passing track switch; east, 1500 feet east of east passing track switch.  
Prineville Junction—Yard limit boards: west, 1500 feet west of west passing track switch; east, 1500 feet east of east passing track switch.  
Redmond—Yard limit boards: west, 1500 feet west of west passing track switch; east, 1500 feet east of east passing track switch.  
Bend—Yard limit board: west, 1989 feet west of west passing track switch.
- No. 7. **Speed Restrictions—Vancouver Division:**  
Maximum speed of passenger trains at any point must not exceed 60 miles per hour. Freight and mixed trains must not exceed 40 miles per hour.  
Passenger trains will not exceed 40 miles per hour and freight trains 25 miles per hour between South Cheney and Scribner, and between Snake River and Kahlotus.  
All trains will reduce speed to 15 miles per hour over junction switch Scribner, and to 12 miles per hour over junction switch with G. N. main line at Fort Wright.  
All trains must reduce speed to 25 miles per hour over Bridges 265-8 and 267-6 between Burr and Farrington; Bridges 269-1 and 270 east of Farrington; Bridge 291-4 at East Switch Washtucna and Bridge 304-4 about quarter mile west of Ankeny. Trains must reduce to this speed before reaching these bridges, and must not go on the bridges with brakes set.  
All trains will reduce speed to 25 miles per hour passing Snake River Gravel Pit between Snake River Junction and Burr.  
On Fourth Sub-Division, passenger trains must not exceed 25 miles per hour; freight and mixed trains 20 miles per hour, between Lyle and Klickitat, and 15 miles per hour, between Klickitat and Goldendale; and all trains will reduce speed to 10 miles per hour on sharp curves.  
All trains will reduce speed to 30 miles per hour through Tunnel No. 1.  
Within City Limits of Vancouver trains must not exceed 8 miles per hour.  
All trains reduce speed to 15 miles per hour between overhead bridge west of depot and first crossing east of depot at Washougal and 20 miles per hour through Camas.  
Freight trains must not exceed 15 miles per hour pulling over crossovers Wishram yard.  
**Speed Restrictions—Oregon Trunk Railway:**  
Maximum speed of passenger trains at any point must not exceed 45 miles per hour. Freight and mixed trains must not exceed 35 miles per hour.

Passenger trains will not exceed 35 miles per hour and freight and mixed trains 25 miles per hour between 7 Wishram and South Junction.

Trains will not exceed a speed of 20 miles per hour over Crooked River Bridge, 4.2 miles east of Opal City. Following is location of curves 8° or over. All trains must reduce speed on them to 15 miles per hour.

Curve	Location	Curve	Location
11°	Curve 3000 feet east mile post 23.	12° 30'	Curve at mile post 67.8.
10°	" " " " " at mile post 24.1.	8°	" " " " " " " " " 77.8.
8°	" " " " " " " " " 27.0.	8°	" " " " " " " " " 78.0.
8°	" " " " " " " " " 30.4.	8°	" " " " " " " " " 78.8.
10°	" " " " " " " " " 61.9.		

- No. 8. Switch at Ainsworth Junction will be kept set and locked for Spokane, Portland & Seattle main line.
- No. 9. Switch at Snake River Junction will be kept set and locked for Spokane, Portland & Seattle main line.
- No. 10. Junction Switch Scribner will be kept set and locked for line to Marshall Jct., N. P.
- No. 11. Switch at Marshall Junction N. P. is governed by Marshall Interlocking Tower, Signals and Rules.
- No. 12. Switch at Ft. Wright Junction is governed by G. N. Interlocking Tower, Signals and Rules.
- No. 13. Junction switch with O.-W. R. & N. Co. at North Junction will be set and locked for the Oregon Trunk Railway.
- No. 14. Junction switch on Celilo Bridge will be set and locked for east leg of "Y." The east and west switches of wye will be set and locked for the wye.
- No. 15. All trainmen and others interested are hereby warned that the majority of cattle guards on Oregon Trunk Railway are closer to tracks than the required standard of the Public Service Commission of Oregon.
- No. 16. All eastward trains will come to a full stop between 200 feet and 400 feet from North Junction, and know the way is clear before proceeding.
- No. 17. **Drawbridges:** Drawbridge located over Celilo Canal, mile post 1.4 east of Wishram.
- No. 18. Deraill switches are located on all passing tracks and spurs where there is danger of cars running out on main line. Deraills must be left at derail at all times except when in use.
- No. 19. **Clearance Table:**

	HEIGHT ABOVE TOP OF RAIL											
	1' Wide	2' Wide	3' Wide	4' Wide	5' Wide	6' Wide	7' Wide	8' Wide	8'6" Wide	9' Wide	10' Wide	11' Wide
Portland-Vancouver	19'4"	19'4"	19'4"	19'4"	19'4"	19'4"	19'4"	19'4"	19'2"	19'	18'3"	17'9"
Vancouver-Spokane	20'	20'	19'6"	19'6"	19'6"	19'	19'	18'6"	18'	18'	17'6"	17'
Lyle-Goldendale	20'	20'	19'6"	19'6"	19'6"	19'	19'	18'6"	18'	18'	17'6"	17'
Wishram-Bend	21'	21'	21'	21'	21'	21'	21'	20'6"	19'10"	19'5"	18'9"	

Conductors must be absolutely positive that loads do not exceed these dimensions and must not move cars of greater dimensions without instructions from Superintendent.

- No. 20. Sign reading "Impaired Clearance" placed upon switch stand at entrance of spur or siding indicates there are platforms or structures located alongside same which do not provide prescribed minimum horizontal clearance. Employees will use care and avoid risk of injury while working on spurs or sidings protected with "Impaired Clearance" signs.

### CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOSES

DISTRICT	Ruling Grade	CLASS AND ENGINE									
		D-1	H-1	N 2-N 7	N 4-N 5	N 6-F 1	F 1-B	C-1	01-03	02	
		100-102 104-109	620-625	355-365 335-337	300-305 315	452-466 325-326	450-451	600-609	500-507 530-534	525	
Portland-Vancouver	.5	1900	2100	2000	1650	1980	2070	1260	2950	2370	
Vancouver-Snake River	.2	3030	3300	3200	2940	3200	3300	2000	4800	3800	
Snake River-Mock	.4	2200	2420	2200	1930	2200	2300	1350	4000	2700	
Mock-Spokane (G.N.)	Down	4470	4600	4400	3800	4525	4625	2910	6000	5500	
Spokane-Hillyard (GN)	1.0	1180	1300	1250	910	1215	1315	700	1850	1460	
Hillyard-Overlook	1.0	1180	1300	1250	910	1215	1315	700	1850	1460	
Overlook-Mock	.4	2200	2420	2200	1930	2200	2300	1350	3200	2700	
Mock-Vancouver	Down	4470	4600	4400	3800	4525	4625	2910	6000	5500	
Vancouver-Portland	.2	3030	3300	3200	2940	3200	3300	2000	4800	3800	
Wishram-South Jct.	.6	1100	1400	1350	1003	1300	1600	1325	2400	1850	
South Jct.-Metolius	1.5	650	625	610	610	600	775	600	1200	875	
Metolius-Bend	1.0	900	900	750	805	800	1100	825	1650	1200	
Bend-Metolius	.5	1800	1650	1600	1612	1500	2100	1500	3100	2400	
Metolius-Wishram	Down	4463	3000	3000	4200	3000	3500	3000	6000	5000	

**LOCATION AND LENGTH OF TUNNELS**

No.	LOCATION	Length
1	2.9 miles west of Prindle.....	2381 feet
2	1.7 miles east of Cooks.....	122 feet
3	2.1 miles east of Cooks.....	416 feet
4	2.6 miles east of Cooks.....	267 feet
5	3.2 miles east of Cooks.....	394 feet
6	3.9 miles east of Cooks.....	657 feet
7	7.2 miles east of Bingen White Salmon.....	966 feet
8	7.5 miles east of Bingen White Salmon.....	755 feet
9	7.7 miles east of Bingen White Salmon.....	392 feet
10	7.9 miles east of Bingen White Salmon.....	575 feet
11	0.6 miles east of Lyle.....	269 feet
12	2.1 miles east of Wishram.....	385 feet
13	1.1 miles east of Plymouth.....	699 feet
14	5.1 miles west of Farrington.....	203 feet
15	2.5 miles west of Farrington.....	323 feet
16	3.2 miles east of Farrington.....	2494 feet
17	0.9 miles east of Kahlotus.....	2220 feet
18	4.1 miles east of Hooper.....	369 feet
19	0.6 miles west of Ft. Wright.....	2134 feet
O.T.-1	1.4 miles west of Moody.....	782 feet
O.T.-2	3.4 miles west of Sherar.....	800 feet
O.T.-3	0.5 miles west of Frieda.....	519 feet
O.T.-4	0.6 miles east of North Junction.....	584 feet

**BUSINESS TRACKS AND PASSENGER FLAG STOPS NOT SHOWN AS STATIONS ON TIME TABLE**

NAME	Miles from Portland	Car Capacity	Switch at	Flag Stops for Trains
Image.....	15.5	17	Both	Not pass.stop
Ellsworth.....	16.5	13	Both	3, 4
Canas Lumber Co.....	25.1	4	East end	Not pass.stop
Stan. Oil Co. & Nat. Gas Corp.....	25.5	11	East end	Not pass.stop
St. Cloud.....	39.8			3, 4
Greenleaf.....	46.4	6	East end	3, 4
Port Rains.....	50.1			3, 4
Rybro.....	52.9	7	East end	Not pass.stop
Home Valley.....	59.3	5	East end	3, 4
Highway Spur.....	60.0	17	West end	Not pass.stop
Swan-Haman Spur.....	81.6	18	West end	Not pass.stop
Swan-Haman.....	82.4			3, 4
Morrison-Knudsen Spur.....	88.2	5	East end	3, 4
Skadat.....	90.1	6	West end	Not pass.stop
Packer.....	101.5	2	East end	3, 4
Pasco Un. Stk. Yd. Spur.....	233.2	30	West end	Not pass.stop
Burr Canyon Spur.....	265.9	7	West end	Not pass.stop
Washtucna Ind'y Spur.....	292.4	175	East end	Not pass.stop
Stoner Spur.....	340.0	25	West end	Not pass.stop
Nemour's Powder Spur.....	368.6	55	West end	Not pass.stop
	Miles from Lyle			
Doubling Spur.....	1.6	10	East end	Not pass.stop
Moorehouse Spur.....	12.7	3	East end	Not pass.stop
Klickitat Springs.....	15.8	12	East end	220, 221

**JUNCTIONS**

NAME	Miles from Portland	Switch at
O.-W. R. & N. Co.....	6.9	
N. P. Ry., G. N. Ry. and O.-W. R. & N. Co.....	9.9	
Columbia River Timber Co.....	46.3	
Fourth Subdivision.....	85.4	
Oregon Trunk Ry.....	105.0	
Northern Pacific Ry.....	229.7	
Northern Pacific Ry.....	332.0	
Northern Pacific Ry.....	233.5	
Northern Pacific Ry.....	256.9	
Northern Pacific Ry.....	367.8	
Great Northern Ry.....	377.2	
	Miles from Lyle	
Klickitat Log & Lbr. Co. Ry.....	13.4	
	Miles from Wishram	
O.-W. R. & N. Co.....	1.5	
O.-W. R. & N. Co.....	75.4	
O.-W. R. & N. Co.....	85.8	
O.-W. R. & N. Co.....	109.8	
City of Prineville Railway.....	132.3	

**COMPANY SURGEONS**

Dr. Chas. C. Newcastle, Chief Surgeon { 318 Mayer Bldg., Portland. Telephone Beacon 5070; if no answer call Beacon 3181.

Dr. Wilmot C. Foster, Asst. Surgeon

Dr. Harry S. Irvine, Local Surgeon, 915 Weatherly Bldg., Portland.

Dr. R. D. Wiswall, Local Surgeon, Vancouver.

Dr. W. B. McMakin, Local Surgeon, Carnas.

Dr. H. W. Clearwater, Local Surgeon, Washougal.

Dr. W. H. Warner, Local Surgeon, White Salmon.

Dr. H. H. Hartley, Local Surgeon, Goldendale.

Dr. W. F. Shorts, Local Surgeon, Wishram.

Dr. V. G. Backman, Local Surgeon, Pasco.

Dr. Chas. W. May, Local Surgeon, Pasco.

Dr. E. R. Northrop, Local Surgeon, Spokane.

Dr. R. F. Jones, Local Surgeon, Redmond.

Dr. R. W. Hendershott, Local Surgeon, Bend.

**Surgeons** will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

**Railway Officials** are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When

such are accessible, the Hospital Fund will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary, proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Hospital Fund after such surgeon is able to assume charge of the case.

**Boarding and Nursing** are furnished **only at hospitals with which the Company has made arrangements.** We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

**STRETCHERS ARE LOCATED AT FOLLOWING POINTS:**

Portland.....	Baggage Room
Vancouver.....	Baggage Room
Vancouver.....	Wrecker
Stevenson.....	Station
Lyle.....	Station
Wishram.....	Station
Wishram.....	Wrecker
Pasco.....	Baggage Room
Snake River.....	Station
Washtucna.....	Station
Lamont.....	Station
Maupin.....	Station
Metolius.....	Station
Bend.....	Station

**SPEED TABLE**

60 miles per hour is equivalent to one mile in 1 minute and 0 seconds.  
 55 miles per hour is equivalent to one mile in 1 minute and 5 seconds.  
 50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.  
 45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.  
 40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.  
 35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.  
 30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.  
 25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.  
 20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.  
 15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

**WATCH INSPECTORS**

Ball Railroad Time Service of Ohio, 284 Endicott Bldg.....	St. Paul, Minn.
W. H. Saxton, 245 Washington St.....	PORTLAND
Dillen Rogers, Killingsworth and Albina Aves.....	PORTLAND
Joseph Carter.....	VANCOUVER
H. W. Hull.....	PASCO
T. J. Morris.....	SPOKANE
L. R. Squibb.....	HILLYARD
M. H. Symons.....	BEND

R. E. WHITE, Dispatcher, Portland  
 L. H. JAMES, Dispatcher, Portland

F. S. BARLOW, Dispatcher, Portland  
 J. H. CLANEY, Dispatcher, Portland

E. B. ARTHUR, Asst. Chief Dispatcher, Portland  
 B. L. SPERRY, Chief Dispatcher, Portland

H. JACKSON, Asst. Trainmaster, Spokane  
 J. E. CHARLAND, Trainmaster, Vancouver  
 A. J. WITCHEL, Asst. Superintendent