SPOKANE, PORTLAND & SEATTLE R'Y CO.

VANCOUVER DIVISION

AND

OREGON TRUNK RAILWAY

TIME TABLE No. 77

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

SUNDAY, DECEMBER 8, 1935

SUPERSEDING TIME TABLE NO. 76 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

M. C. LaBERTEW, Superintendent

THIRD SUB-DIVISION—BETWEEN SPOKANE AND PASCO

TIME TABLE No. 77
DECEMBER 8, 1935

WESTWARD																EASTWARD						
THIRD CLASS	SECOND CLASS			FIRST CLASS					Car Capacity			STATIONS			FIRST CLASS				SECOND CLASS		THIRD CLASS
379			275				1	3	Sidings	Other Tracks	Distance from Spokane		Distance from Portland	Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Bulletin Boards and Yard Limits.	2	4			276		380
N. P. Freight			S. P. & S. Time Freight				S. P. & S. Passenger	S. P. & S. Passenger							S. P. & S. Passenger	S. P. & S. Passenger			S. P. & S. Time Freight		N. P. Freight
Lv. Daily Ex. Mon.			Leave Daily				Leave Daily	Leave Daily							Arrive Daily	Arrive Daily			Arrive Daily		Arr. Daily Ex. Mon.
			3.45AM							Yard	3.2	DN.....YARDLEY.....YD 3.2	380.7	WCTOKL					10.00PM		
								8.00AM		Yard	0.0	DN..SPOKANE (N. P. Depot.)..SF 8.7	377.5	KL		s 7.35PM					
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																					
			5.00AM					8.20AM			8.7	DN..MARSHALL JCT...N. P. MR	368.8	W		7.15PM			9.10PM		
			VIA N. P.				9.45PM	VIA N. P.		Yard	0.0	DN...SPOKANE (G. N. Depot)...F 2.3	379.5	CWTOKL	s 7.00AM	VIA N. P.			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.				9.50PM	VIA N. P.			2.3	DN.....FORT WRIGHT.....FW 5.8	377.2		6.55AM	VIA N. P.			VIA N. P.		
			VIA N. P.				10.04	VIA N. P.	69		8.1	P.....OVERLOOK..... 3.6	371.4		6.42	VIA N. P.			VIA N. P.		
			5.10				10.12	8.22	69		11.7	P.....SCRIBNER..... 7.5	367.8	J	6.35	7.13			9.00		
			5.35				10.24	f 8.34	78	13	19.2	P.....SOUTH CHENEY..... 5.5	360.3	W	6.22	f 7.00			8.33		
			6.13				10.31	8.43	69		24.7	P.....MOCK..... 5.1	354.8		6.13	6.51			8.15		
			6.26				10.37	f 8.52	79	14	29.8	P.....AMBER..... 5.8	349.7	W	6.06	f 6.42			7.55		
			6.40				10.45	f 9.01	78	23	35.6	P.....RODNA..... 3.9	343.9		5.57	f 6.32			7.35		
			6.48				10.50	9.06		21 W	39.5	..... STONER SPUR 4.6	340.0		5.51	6.26			7.20		
			6.59				f10.56	s 9.12	EB 96 WB 88	Yard	44.1	DN.....LAMONT.....A 6.0	335.4	WCTL	f 5.45	s 6.18			7.05		
			7.12				11.03	f 9.22	80	7	50.1	P.....ROCKWELL..... 6.0	329.4		5.35	f 6.06			6.35		
			7.25				11.10	f 9.31	80	16	56.1	P.....MACALL..... 6.0	323.4	W	5.26	f 5.56			6.16		
			7.40				11.18	f 9.39	78	18	62.1	P.....LANTZ..... 6.2	317.4		5.17	f 5.46			5.55		
			7.53				11.26	s 9.48	EB 78 WB 78	25	68.3	D.....BENGE.....BN 5.6	311.2	W	5.09	s 5.36			5.36		
			8.05				11.33	9.56	80		73.9	P.....ANKENY..... 5.8	305.6		5.01	5.26			5.05		
			8.18				11.40	s10.05	80	13	79.7	P.....HOOPER..... 8.4	299.8	W	4.53	s 5.16			4.45		
			8.37				s11.52	s10.20	EB 64 WB 77	30	88.1	DN.....WASHTUCNA.....W 6.3	291.4	CW	s 4.40	s 5.01			4.15		
			8.52				11.59	f10.30	80	19	94.4	P.....McADAM..... 7.6	285.1		4.31	f 4.49			3.50		
			9.10				12.07AM	s10.40	80	85	102.0	D.....KAHLOTUS.....K 2.9	277.5	W	4.22	s 4.38			3.20		
			9.19				12.12	10.45	69	9	104.9	P.....MONUMENT..... 5.5	274.6		4.17	4.33			3.10		
			9.36				12.22	f10.56	67	23	110.4	P.....FARRINGTON..... 6.5	269.1	W	4.08	f 4.23			2.47		
			9.56				12.34	11.07	64		116.9	P.....BURR..... 5.7	262.6		3.57	4.12			2.22		
	1.20AM		10.14				12.44	11.17			122.6	.....SNAKE RIVER JCT..... 0.2	256.9	J	3.47	4.02			2.01		8.25PM
	1.21		10.15				12.45	s11.18	80	60	122.8	DN.....SNAKE RIVER.....SR 5.7	256.7		3.46	s 4.01			2.00		8.24
	1.31		10.35				12.55	f11.27	79	20	128.5	P.....REDD..... 6.4	251.0		3.38	f 3.52			1.48		8.13
	1.43		10.50				1.03	f11.35	79	9	134.9	P.....LEVEY..... 6.5	244.6	W	3.30	f 3.44			1.34		8.02
	1.58		11.03				1.12	11.44	69		141.4	P.....MARTINDALE..... 4.6	238.1		3.21	3.36			1.20		7.47
	2.07AM		11.15AM				1.19AM	11.50AM			146.0	DN.....AINSWORTH JCT....AJ 2.8	233.5	J	3.15AM	3.30PM			1.10PM		7.38PM
										Yard	148.8	DN...PASCO YARD (Frt.)....RN 0.8		WCYTOKL							
				BLOCK	DISTRIC	T — See	Schedules	Page 3.		Yard	148.8	DN.....PASCO (Psgr.).....PA	230.7	WKL	BLOCK	DISTRIC	T — See	Schedules	Page 3.		
Arr. Daily Ex. Mon.			Arrive Daily				Arrive Daily	Arrive Daily							Leave Daily	Leave Daily			Leave Daily		Lv. Daily Ex. Mon.
0.47 29.7			7.30 19.6				3.34 40.9	3.50 37.6				Time Over District. Average Speed Per Hour.			3.45 38.9	4.05 36.0			8.50 16.7		0.47 29.7

SPECIAL RULES

Special rules supersede rules and regulations of Transportation Dept.

Eastward trains are superior to westward trains of the same class.

Between Pasco and Ainsworth Junction 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.

All N. P. trains using S. P. & S. Railway track between Ainsworth Junction and Marshall Junction will be governed by S. P. & S. Railway, Vancouver Division Time Table and Rules.

Helper district between Spokane and Mock.

Registering Stations: Spokane, Pasco, Snake River for N. P. 380 only.

Switch at Ainsworth Junction will be kept set and locked for S. P. & S. Railway main line.

Junction switch at Scribner will be kept set and locked for line to Marshall Junction, N. P.

Switch at Marshall Junction, N. P., is governed by Marshall Interlocking Tower, signals and rules.

Switch at Ft. Wright Junction is governed by G. N. Interlocking Tower, signals and rules.

Switch at Snake River Junction will be kept set and locked for S.P.&S. Railway Main line.

Derail switches are located on all passing tracks and spurs where there is danger of cars running out on main line. Derails must be left at derail at all times except when in use.

No. 1 will stop at any station to pick up passengers for Vancouver and Portland when advance arrangements are made for it with Agents and will stop at any station to discharge passengers from east of Spokane and at Benge, Hooper and Kahlotus to discharge passengers from Spokane.

No. 2 will stop at any station to pick up passengers for east of Spokane when advance arrangements are made for it with Agents and will stop at any station to discharge passengers from Portland and Vancouver.

MAXIMUM SPEED

Location	Pass.	Frt.
At any point	60	40
Between South Cheney and Scribner	40	25
Between Kahlotus and Snake River	40	25
Passing Snake River Gravel Pit between Snake River Junction and Burr	25	25

LOCATION AND LENGTH OF TUNNELS

No.	Location	Length
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 west of Kahlotus	2220 feet
18	4.1 miles east of Hooper	369 feet
19	0.6 miles west of Ft. Wright	2134 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
Pasco Union Stock Yard Spur	233.2	34	West end	Not pass. stop
Burr Canyon Spur	265.9	5	West end	Not pass. stop
Washtucna Ind'y Spur	292.4	156	East end	Not pass. stop
Stoner Spur	340.0	21	West end	Not pass. stop
Nemour's Powder Spur	368.6	48	West end	Not pass. stop

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

Car Capacity of Sidings	Distance from Spokane	TIME TABLE No. 77 DECEMBER 8, 1935 STATIONS	Distance from Portland	Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Bulletin Boards and Yard Limits	FIRST CLASS 1 S. P. & S. Passenger Leave Daily	FIRST CLASS 3 S. P. & S. Passenger Leave Daily	FIRST CLASS 348 N. P. Passenger Leave Daily	SECOND CLASS 275 S. P. & S. Time Frt. Leave Daily	THIRD CLASS 379 N. P. Freight Lv. Daily Ex. Mon.	THIRD CLASS 908 N. P. Way Freight Lv. Daily Ex. Sunday	THIRD CLASS 912 N. P. Way Freight Lv. Tues. Thur., Sat.	THIRD CLASS 910 N. P. Way Freight Lv. Mon. Wed., Fri.
	146.0	DN .... AINSWORTH JCT. .....AJ	233.5	J	1.19AM	11.50AM	9.52PM	11.15AM	2.07AM	2.05AM	12.12PM	2.17PM
		2.8										
Yard	148.8	DN....PASCO YARD (Frt.)....RN	231.5	WCYTOKL				11.30AM	2.15AM	2.20AM	12.25PM	2.30PM
		0.8										
Yard	148.8	DN.....PASCO (Psgr).....PA	230.7	WKL	s 1.25AM	s11.55AM	s10.00PM					
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arr. Daily Ex. Mon.	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, which will consist of a Clearance Card, Form No. 1226, properly numbered and completed. See rules on back of Clearance Card, Form No. 1226.

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

Car Capacity of Sidings	Distance from Spokane	TIME TABLE No. 77 DECEMBER 8, 1935 STATIONS	Distance from Portland	Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Bulletin Bourds and Yard Limits	FIRST CLASS 2 S. P. & S. Passenger Arrive Daily	FIRST CLASS 347 N. P. Passenger Arrive Daily	FIRST CLASS 4 S. P. & S. Passenger Arrive Daily	SECOND CLASS 276 S. P. & S. Time Frt. Arrive Daily	THIRD CLASS 909 N. P. Way Freight Ar. Daily Ex Sunday	THIRD CLASS 907 N. P. Way Freight Ar. Daily Ex. Sunday	THIRD CLASS 380 N. P. Freight Ar. Daily Ex. Mon.
	146.0	DN .... AINSWORTH JCT. .....AJ	233.5	J	3.15AM	3.57AM	3.30PM	1.10PM	4.10AM	4.50PM	7.38PM
		2.8									
Yard	148.8	DN....PASCO YARD (Frt.) ...RN	231.5	WCYTOKL				1.00PM	4.00AM	4.40PM	7.30PM
		0.8									
Yard	148.8	DN .....PASCO (Psgr.).....PA	230.7	WKL	3.10AM	3.50AM	3.25PM				
					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, which will consist of a Clearance Card, Form No. 1226, properly numbered and completed. See rules on back of Clearance Card, Form No. 1226.

WESTWARD — FOURTH SUB-DIVISION—BETWEEN GOLDENDALE AND LYLE — EASTWARD

THIRD CLASS	SECOND CLASS 221 Mixed Lv. Daily Ex. Sat.	FIRST CLASS	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Goldendale	TIME TABLE No. 77 DECEMBER 8, 1935 STATIONS	Distance from Lyle	Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Bulletin Boards and Yard Limits	FIRST CLASS	SECOND CLASS 220 Mixed Ar. Daily Ex. Sunday	THIRD CLASS
	6.25PM			70	0.0	D.....GOLDENDALE.....GD	41.6	WY		s 2.25AM	
						6.3					
	s 6.50			21	6.3	P.....CENTERVILLE.....	35.3			s 2.00	
						5.1					
	f 7.10			18	11.4	.....WARWICK.....	30.2	W		f 1.40	
						7.5					
	f 7.40			8	18.9	.....SWALE.....	22.7			f 1.10	
						5.8					
	f 8.05			15	24.7	.....WAHKIAKUS.....	16.9			f12.45	
						3.5					
	s 8.20			27	28.2	D.....KLICKITAT.....KI	13.4	W (½ Mi. E.)L		s12.30	
						3.1					
	f 8.30		8		31.3	.....PITT.....	10.3			f12.20	
						3.9					
	f 8.45				35.2	.....WRIGHTS.....	6.4			f12.05AM	
						6.4					
	s 9.10PM		80	133	41.6	DN.....LYLE.....YA	0.0	WTCKL		11.40PM	
	Ar. Daily Ex. Sat.									Lv. Daily Ex. Sat.	
	2.45 15.1					Time Over Sub-Division Average Speed Per Hour				2.45 15.1	

SPECIAL RULES

Special rules supersede rules and regulations of Transportation Dept.

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.

Registering stations: Goldendale, Lyle.

Derail switches are located on all passing tracks and spurs where there is danger of cars running out on main line. Derails must be left at derail at all times except when in use.

MAXIMUM SPEED

Location	Pass.	Frt. & Mixed
Between Goldendale and Klickitat	25	15
Between Klickitat and Lyle	25	20
On sharp curves	10	10

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

Name	Miles from Lyle	Car Capacity	Switch at	Flag Stops for Trains
Doubling Spur	1.6	8	East End	Not pass. stop
Moorehouse Spur	12.7	3	East end	Not pass. stop
Klickitat Springs	15.8	10	East end	220, 221

SECOND CLASS	FIRST CLASS				Car Capacity		Distance from Spokane	TIME TABLE No. 77 DECEMBER 8, 1935 STATIONS	Distance from Portland	Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Bulletin Boards and Yard Limits.	FIRST CLASS				SECOND CLASS
275			3	1							2	4			276
Time Freight			Passenger	Passenger	Sidings	Other Tracks					Passenger	Passenger			Time Freight
Leave Daily			Leave Daily	Leave Daily							Arrive Daily	Arrive Daily			Arrive Daily
1.00PM						Yard	148.8	DN...PASCO YARD (Frt.)...RN	231.5	WCYTO KL					11.30AM
								0.8							
1.05			12.01PM	1.30AM		Yard	148.8	DN.....PASCO (Psgr.).....PA	230.7	WKL	s 3.00AM	s 3.20PM			11.25
								1.0							
BETWEEN S. P. & S. JCT. & PASCO TRAINS WILL BE GOVERNED BY N. P. RY., PASCO DIV. TIME TABLE AND RULES															
1.10			12.05	1.35			149.8	.....S. P. & S. JUNCTION.....	229.7		2.55	3.16			11.18
								0.5							
1.12			s12.06	s 1.36	102	14	150.3	D.....KENNEWICK.....KN	229.2	L	s 2.54	s 3.15			11.15
								5.1							
1.25			f12.14	1.43	70	20	155.4	P.....FINLEY.....	224.1		2.46	f 3.07			11.02
								4.2							
1.35			f12.21	1.49	79	15	159.6	P.....HOVER.....	219.9		2.41	f 3.00			10.52
								6.5							
1.47			f12.31	1.58	110		166.1	P.....YELLEPIT.....	213.4	W	2.33	f 2.50			10.35
								5.2							
1.58			12.40	2.05	77		171.3	P.....TOMAR.....	208.2		2.26	2.41			10.22
								5.4							
2.10			f12.49	2.20	79		176.7	P.....MOTTINGER.....	202.8		2.20	f 2.32			10.08
								4.6							
2.24			f12.56	2.26	112		181.3	P.....BERRIAN.....	198.2		2.13	f 2.24			9.56
								5.3							
2.36			f 1.05	2.33	79	14	186.6	D.....PLYMOUTH.....MO	192.9	W	2.07	f 2.16			9.43
								4.0							
2.45			f 1.11	2.38	79		190.6	P.....BARGER.....	188.9		2.02	f 2.10			9.33
								8.4							
3.01			f 1.25	2.48	79	10	199.0	N.....PATERSON.....V	180.5		1.52	f 1.56			9.10
								4.1							
3.10			1.31	2.54	79		203.1	P.....SAGE.....	176.4		1.46	1.49			9.00
								5.7							
3.20			f 1.41	3.01	79	15	208.8	P.....WHITCOMB.....	170.7	W	1.39	f 1.41			8.45
								6.6							
3.34			1.50	3.09	79		215.4	P.....CARLEY.....	164.1		1.31	1.30			8.28
								1.8							
			f 1.53			15	217.2	P.....ALDERDALE.....	162.3			s 1.27			
								4.4							
3.46			f 1.59	3.16	80		221.6	P.....McCREDIE.....	157.9		1.23	f 1.20			8.13
								5.3							
3.57			2.07	3.23	79		226.9	P.....MOONAX.....	152.6	W	1.16	1.12			7.59
								5.9							
4.09			s 2.15	3.30	79	36	232.8	D.....ROOSEVELT.....RE	146.7	W	1.09	s 1.02			7.44
								5.9							
4.20			f 2.24	3.37	79	18	238.7	P.....SUNDALE.....	140.8		1.02	f12.53			7.30
								5.3							
4.31			f 2.31	3.44	79		244.0	P.....FOUNTAIN.....	135.5		12.55	f12.45			7.15
								4.9							
4.41			f 2.38	3.50	79		248.9	P.....GOODNOE.....	130.6		12.49	f12.37			7.03
								4.7							
4.50			f 2.46	3.56	80		253.6	P.....TOWAL.....	125.9		12.43	f12.30			6.52
								7.0							
5.04			f 2.56	4.05	89	15	260.6	P.....CLIFFS.....	118.9	W	12.34	f12.19			6.34
								4.6							
5.13			s 3.03	f 4.10	79	32	265.2	P.....MARYHILL.....	114.3		f12.28	s12.12PM			6.22
								8.2							
5.30PM			s 3.15PM	s 4.20AM		Yard	273.4	DN.....WISHRAM.....BO	106.1	WCTOY KL	12.18AM	11.59AM			6.00AM
Arrive Daily			Arrive Daily	Arrive Daily							Leave Daily	Leave Daily			Leave Daily
4.30			3.14	2.50				Time Over District			2.42	3.21			5.30
27.7			38.4	44.0				Average Speed Per Hour			46.1	37.2			22.8

SPECIAL RULES

Special rules supersede rules and regulations of Transportation Dept.
Eastward trains are superior to westward trains of the same class.
Registering stations: Pasco, Wishram.
Derail switches are located on all passing tracks and spurs where there is danger of cars running out on main line. Derails must be left at derail at all times except when in use.
No. 1 will stop at any station to discharge passengers from Spokane or from east of Spokane.
No. 2 will stop at any station to pick up passengers for Spokane or east of Spokane when advance arrangements are made for it with Agents.
All trains will enter passenger yard at Pasco under absolute control.

MAXIMUM SPEED

Location	Pass.	Frt.
At any point	60	40
Over crossovers, Wishram yard		15

LOCATION AND LENGTH OF TUNNELS

No.	Location	Length
12	2.1 miles east of Wishram	385 feet
13	1.1 miles east of Plymouth	699 feet

TIME TABLE No. 77

DECEMBER 8, 1935

THIRD CLASS	SECOND CLASS	FIRST CLASS					Car Capacity					FIRST CLASS		SECOND CLASS		THIRD CLASS
301	275	273	3	1	Sidings	Other Tracks	Distance from Spokane	STATIONS	Distance from Portland	Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Bulletin Boards and Yard Limits.	4	2	274	276	302
Local Freight	Time Freight	Freight	Passenger	Passenger							Passenger	Passenger	Freight	Time Freight	Local Freight
Leave Tu. Th. Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mo., We., Fr.
6.00AM	6.30PM	1.00PM	3.20PM	4.30AM		Yard	273.4	DN.....WISHRAM.....BG	106.1	WTCOKL	s11.55AM	s12 08AM	10.15PM	4.15AM	2.00PM
6.03	6.33	1.03	3 22	4.32			274.5	1.1 .....CELILO WYE SWITCH.....	105.0	Y	11.48		10.13	4.07	1.58
6.07	6.40	1.07	f 3 26	4.35	80		276.7	2.2 P.....AVERY.....	102.8		f11.44	12 01AM	10 09	4.00	1.52
6.16	6.50	1.18	f 3.34	4 41	69		281.1	4.4 .....SPEARFISH.....	98.4		f11.37	11.55	10.00	3.45	1.42
6 25	7.01	**1.30**	s 3.43	4 47	80	20	285.5	4.4 P.....NORTHDALLES.....	94.0		s11.31	11 50	9.51	3 33	**1.30**
7.05	7.25	1.50	s 3.59	s 5 03	80	135	294.2	8.7 DN.....LYLE.....YA	85.3	WTCKL	s11 17	s11.38	9.34	3 05	1.00
8 30	7.50	2.16	s 4.18	f 5.18	80	110	303.9	9.7 DN.BINGEN WHITE SALMON.SA	75.6	L	s11 00	s11.24	9.14	2.32	12.30PM
8.45	7.57	2 24	s 4.24			40	306.8	2.9 .....UNDERWOOD.....	72.7		s10.55		9 08	2.25	11.15
8 54	8 02	2 28	f 4 27	5 25	82	7	308.6	1.8 P.....HOOD.....	70.9		f**10.51**	11.17	9 04	2 20	**10.51**
9.20	8 15	2 40	f 4.37	5 33	81	27	313.7	5.1 P.....COOKS.....	65.8	W	s10.42	11.10	8 54	2.10	10.30
10.00	**8.38**	3 02	s 4.53	5.46	78	13	321.8	8.1 P.....CARSON.....	57.7		s10.27	11 00	**8.38**	1 50	10.02
10 21	8.51	3 11	s 5.01	f 5.52	79	47	325.7	3.9 D.....STEVENSON.....NS	53.8		s**10 21**	f10.55	8 30	1.42	9.45
10.45	9.10	3.23	s 5.10	6.00	51	Yard	330.6	4.9 DN...NORTH BONNEVILLE...N	48.9	L	s10.11	10 48	8 19	1.30	9.15
11 15	9.33	3.38	f 5.22	6 09	80	17	336.7	6.1 .....SKAMANIA.....	42.8	W	f10.00	10.40	8 07	1.15	8.55
11.40	9.53	3.51	f 5.31	6.17	79	9	341.7	5.0 P.....PRINDLE.....	37.8		f 9.50	10.33	7.57	1.04	8.40
			f 5.36				343.9	2.2 .....CAPE HORN.No Siding	35.6		f 9.46				
12 10PM	**10.26**	4.06	f 5.42	6.26	99		347.3	3.4 P.....MT. PLEASANT.....	32.2		f 9.40	**10.26**	7 45	12.50	8.25
12.32	10.38	4.17	s 5.51	6.33	101	30	351.9	4.6 P.....WASHOUGAL.....	27.6	W	s 9.32	10.20	7 35	12.41	8.10
1.20	10.48	4.25	s 5.57	6.38	80	99	355.1	3.2 DN.....CAMAS.....MA	24.4	L	s 9.25	10.15	7 29	12.33	8.00
1.35	11.04	4.37	f 6.06	6.46	134	4	360.2	5.1 P.....FISHER.....	19.3		f 9.15	10 08	7.18	12 22	7.24
1.47	11.16	4.49	6.15	6.53	79		365.0	4.8 P.....McLOUGHLIN.....	14.5		9.07	10.02	7 09	12.11	7.13
2.00PM	11.30PM	5.00PM	s 6.25PM	s **7.05AM**		Yard	369.5	4.5 DN.....VANCOUVER.....MX 10.0	10.0	WTCYO KL	9.00AM	9.56PM	7.00PM	12.01AM	**7.05AM**

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

						s 7 00PM	s 7.35AM		Yard	379.5	DN.PORTLAND, Union Depot.VC	0.0	KL	8.25AM	9.30PM				
				6.00PM					Yard	379.5	DN.PORTLAND, Hoyt Street Depot. GO	0.0	WTCOKL				6.15PM		
Arrive Tu., Th., Sa.	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily							Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Mo., We., Fr.
8.00 12.0	5.00 19.2	4.00 24.0				3.05 31.2	2.35 37.2				Time Over District Average Speed Per Hour			2.55 32.9	2.12 43.7		3.15 29.6	4.14 22.7	6.55 13.9

SPECIAL RULES

Special rules supersede rules and regulations of Transportation Dept.
Eastward trains are superior to westward trains of the same class.
Registering stations: Wishram, Vancouver, Portland.

Derail switches are located on all passing tracks and spurs where there is danger of cars running out on main line. Derails must be left at derail at all times except when in use.

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

No. 2 will stop at any station to pick up passengers for Spokane or east of Spokane when advance arrangements are made for it with Agents.

MAXIMUM SPEED

Location	Pass.	Frt.
At any point	60	40
Over crossovers, Wishram Yard	..	15
Between first crossing east of depot at Washougal and overhead bridge west of depot at Washougal	15	15
Through Camas	20	20
Within City Limits of Vancouver	8	8

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

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	15	Both	Not pass. stop
Ellsworth	16 5	12	Both	3, 4
Camas Lumber Co.	25.1	3	East end	Not pass. stop
Stan. Oil Co. & Nat. Gas Corp.	25.5	10	East end	Not pass. stop
St. Cloud	39.8	..	.....	3, 4
Greenleaf	46.4	..	.....	3, 4
Fort Rains	50.1	..	.....	3, 4
Rybro	52.9	6	East end	Not pass. stop
Home Valley	59.3	5	East end	3, 4
Swan-Haman	82.4	..	.....	3, 4
Packer	101.5	1	East end	3, 4

OREGON TRUNK RAILWAY—BETWEEN BEND AND WISHRAM

TIME TABLE No. 77

DECEMBER 8, 1935

WESTWARD															EASTWARD						
THIRD CLASS			SECOND CLASS			FIRST CLASS				Car Capacity						FIRST CLASS				SECOND CLASS			THIRD CLASS	
			103	311	313															314	102	310		
			Oregon Trunk Mixed	Oregon Trunk Freight	O.-W. R. & N. Time Freight					Sidings	Other Tracks	Distance from Bend	STATIONS	Distance from Wishram	Water, Oil, Wyes, Turn Tables, Scales, Standard Clocks and Bulletin Boards and Yard Limits.					O.-W. R. & N. Time Freight	Oregon Trunk Mixed	Oregon Trunk Freight		
			Leave Daily	Leave Daily	Leave Daily Ex. Mon.															Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily		
			7.30PM	6.15AM	1.15AM					Yard		0.0	DN BEND ND	151.5	WYOKL					6.10AM	s 7.40AM	7.00AM		
													7.4											
			f 7.50	6.32	1.43					50		7.4	P DESCHUTES	144.1						5.45	f 7.17	6.32		
													9.1											
			s 8.15	6.50	2.20					50	75	16.5	DN REDMOND RD	135.0	WL					5.15	s 6.50	6.05		
													2.7											
			s 8.22	6.56	2.30						16	19.2	D PRINEVILLE JUNCTION XN	132.3						5.06	s 6.20	5.50		
													2.8											
			s 8.30	7.02	2.40					49		22.0	P TERREBONNE	129.5						4.56	f 6.06	5.40		
													7.5											
			f 8.50	7.17	3.08					49	24	29.5	P OPAL CITY	122.0	W					4.30	f 5.48	5.18		
													7.1											
			s 9.08	7.31	3.33					49	41	36.6	CULVER	114.9						4.07	s 5.31	4.59		
													4.7											
			s 9.20PM	7.42AM	3.50AM					Yard		41.3	N METOLIUS MS	110.2	T. W. C.					3.50AM	s 5.20AM	4.45AM		
													24.4											
BETWEEN SOUTH JUNCTION AND METOLIUS TRAINS WILL BE GOVERNED BY O.-W. R. & N. CO. TIME TABLE AND RULES																								
			s10.35PM	9.02AM	5.40AM							65.7	P SOUTH JUNCTION	85.8						2.35AM	s 3.55AM	3.01AM		
													5.5											
			f10.51	9.17	5.57					49		71.2	P KASKELA	80.3						2.18	f 3.38	2.45		
													4.9											
			s11.05	9.28	6.10AM							76.1	N NORTH JUNCTION JN	75.4	L					2.05AM	s 3.25	2.31		
													1.8											
			f11.10	9.33						50		77.9	P NATHAN	73.6	W.						f 3.20	2.25		
													6.0											
			f11.22	9.48								83.9	FRIEDA	67.6							f 3.05	2.08		
													3.8											
			f11.32	9.58						50		87.7	P NENA	63.8	W.						f 2.55	1.58		
													8.4											
			11.57	10.19						49		96.1	CAMBRAI	55.4							2.38	1.33		
													0.7											
			s11.59	10.21							28	96.8	D MAUPIN AU	54.7	L						s 2.36	1.31		
													3.9											
			f12.10AM	10.30							24	100.7	TUSKAN	50.8	W.						f 2.26	1.20		
													3.1											
			f12.24	10.37						49		103.8	P SHERAR	47.7							f 2.19	1.10		
													7.8											
			f12.50	10.55						49		111.6	P OAKBROOK	39.9	W.						f 1.59	12.50		
													9.3											
			f 1.13	11.19						50		120.9	P SINAMOX	30.6							f 1.36	12.29		
													4.2											
			f 1.27	11.28						48		125.1	P DIKE	26.4	W.						f 1.27	12.19		
													8.4											
			f 1.46	11.47						50		133.5	P LOCKIT	18.0							f 1.10	12.01AM		
													6.4											
			f 2.01	12.01PM						52		139.9	P KLOAN	11.6	W						f12.56	11.46		
													5.9											
			f 2.14	12.14						50		145.8	P MOODY	5.7							f12.43	11.32		
													4.8											
			2.25	12.25								150.6	CELILO WYE	0.9							12.33	11.20		
													0.9											
			s 2.30AM	12.30PM						Yard		151.5	DN WISHRAM BC	0.0	W.C.T.Y.O. K.L.						12.30AM	11.15PM		
			Arrive Daily	Arrive Daily	Arrive Daily Ex. Mon.															Leave Daily Ex. Sun.	Leave Daily	Leave Daily		
			7.00 21.6	6.15 24.2	4.55 15.5								Time Over District. Average Speed Per Hour.							4.05 18.6	7.10 21.1	7.45 19.5		

SPECIAL RULES

Special rules supersede rules and regulations of Transportation Dept.

Eastward trains are superior to westward trains of the same class.

Registering stations: Wishram, North Junction, South Junction, Metolius, Bend.

Junction switch with O.-W. R. & N. Co. at North Junction will be set and locked for Oregon Trunk Ry.

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.

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

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.

All trainmen and others interested are hereby warned that the majority of cattle guards on O. T. Ry. are closer to tracks than the required standard of the Public Utilities Commissioner of Oregon.

Derail switches are located on all passing tracks and spurs where there is danger of cars running out on main line. Derails must be left at derail at all times except when in use.

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

Drawbridge is located over Celilo Canal, M. P. 1.4 east of Wishram.

LOCATION AND LENGTH OF TUNNELS

No.	Location	Length
1	1.4 miles west of Moody	782 feet
2	3.4 miles west of Sherar	800 feet
3	0.5 miles west of Frieda	519 feet
4	0.6 miles east of North Junction	584 feet

MAXIMUM SPEED

Location	Pass.	Frt. & Mixed
At any point	45	35
Between Wishram and South Junction, except No. 102	35	25
Between Wishram and South Junction, No. 102 only	..	30
Over Bridge 24-1 west of Dike	10	10
On 11° curve, 3000 feet east of M. P. 23	10	10
On 10° curve at M. P. 24.1	15	15
On 8° curve at M. P. 27.0	15	15
On 8° curve at M. P. 30.4	15	15
On 10° curve at M. P. 61.9	15	15
On 12° 30" curve at M. P. 67.8	10	10
On 8° curve at M. P. 77.8	15	15
On 8° curve at M. P. 78.0	15	15
On 8° curve at M. P. 78.8	15	15
Over Crooked River Bridge 4.2 miles east of Opal City	20	20

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.

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 CABOOSES

	Ruling Grade	CLASS AND ENGINE NUMBER										
		D-4	N-4,N-5	N-2,N-7	N 6, F-1 F-1-B	C-1	H-1	O 1, O 3	O-2	G. N. 06		
		153-155	300-305 315	355-365	450-466 325-326	600-609	620-625	500-507 530-534	525	3350 to 3357	3368-3369	3358
Portland-Vancouver	.5	.....	1996	2284	2107	1551	2209	3667	2616	.....	.....	.....
Vancouver-Snake River	.2	.....	3478	3982	3570	2756	3897	6364	4573	.....	.....	.....
Snake River-So. Cheney	.4	.....	2334	2723	2470	1905	2595	4282	3063	.....	.....	.....
So.Cheney-HangmanCk.	Down	.....	4400	4500	4525	3000	4600	6500	5500	.....	.....	.....
Hangman Ck.-Spokane	1.0	.....	1126	1287	1174	845	1219	2083	1466	.....	.....	.....
Spokane-Scribner	1.2	.....	948	1084	973	699	1008	1724	1275	.....	.....	.....
Scribner-Mock	.4	.....	2334	2723	2470	1905	2595	4282	3063	.....	.....	.....
Mock-Vancouver	Down	.....	4400	4500	4525	3000	4600	6500	5500	.....	.....	.....
Vancouver-Portland	.2	.....	3478	3982	3570	2756	3897	6364	4573	.....	.....	.....
Wishram-South Junction	.6	.....	1739	1990	1831	1341	1916	3198	2318	3600	3695	3485
South Junction-Madras	1.5	.....	758	866	778	543	798	1412	979	1600	1600	1487
Madras-Bend	1.0	.....	1126	1287	1174	845	1219	2083	1466	2300	2379	2238
Bend-Madras	.5	.....	1996	2284	2107	1551	2209	3667	2616	4100	4100	4100
Madras-Wishram	Down	.....	4400	4500	4525	3000	4600	6500	5500	7000	7000	7000
Lyle-Warwick	2.0	381	554	.....	.....	.....	.....	.....	.....	.....	.....	.....
Warwick-Goldendale	1.0	789	1126	.....	.....	.....	.....	.....	.....	.....	.....	.....

JUNCTIONS

NAME	Miles from Portland
O.-W. R. & N. Co.	6.9
N. P. Ry., G. N. Ry. and O.-W. R. & N. Co.	9.9
Fourth Subdivision	85.4
Oregon Trunk Ry.	105.0
Northern Pacific Ry.	229.7
Northern Pacific Ry.	232.0
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;
Dr. Wilmot C. Foster, Asst. Surgeon } if no answer call Beacon 3181.
Dr. R. D. Wiswall, Local Surgeon, Vancouver.
Dr. W. B. McMakin, Local Surgeon, Camas.
Dr. H. W. Clearwater, Local Surgeon, Washougal.
Dr. John L. Harris, Local Surgeon, Stevenson.
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	Steam Derrick Outfit
Stevenson	Station
Lyle	Station
Wishram	Station
Wishram	Steam Derrick Outfit
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
Weisfeld & Goldberg, 530 S. W. 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

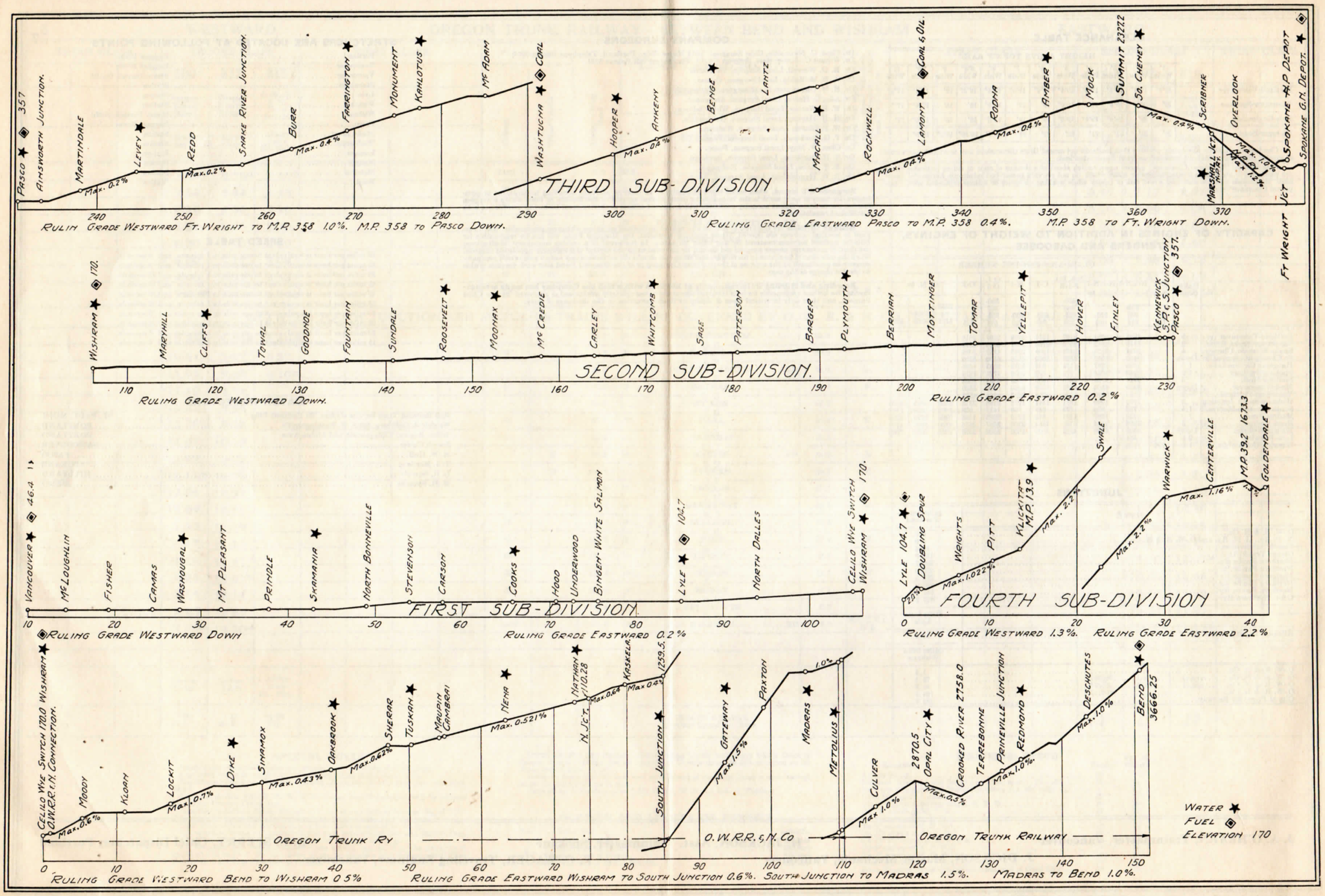
J. A. O'HEARN, Trainmaster, Vancouver

H. JACKSON, Asst. Trainmaster, Spokane

B. L. SPERRY, Chief Dispatcher, Portland

J. DICKSON, Master Mechanic, Vancouver

F. C. WAGER, Traveling Engineer, Vancouver


THIRD SUB-DIVISION
Pasco 357
Ainsworth Junction
Martindale
Levey
Redd
Snake River Junction
Burr
Farrington
Monument
Kahlotus
McAdam
Coal
Washtucna
Hooper
Ankeny
Benge
Lantz
Macall
Rockwell
Lamont
Coal & Oil
Rodna
Amber
Mock
Summit 2322.2
So. Cheney
Scribner
Marshall Jct. M.P. 371
Overlook
Spokane N.P. Depot
Spokane G.N. Depot
Ft Wright Jct
Max. 0.2%
Max. 0.4%
Max. 1.0%
Max. 1.2%
Rulin Grade Westward Ft. Wright to M.P. 358 1.0%. M.P. 358 to Pasco Down.
Ruling Grade Eastward Pasco to M.P. 358 0.4%. M.P. 358 to Ft. Wright Down.
SECOND SUB-DIVISION.
Wishram 170.
Maryhill
Cliffs
Towal
Goodnoe
Fountain
Sundale
Roosevelt
Moonax
McCredie
Carley
Whitcomb
Sage
Paterson
Barger
Plymouth
Berrian
Mottinger
Tomar
Yellepit
Hover
Finley
Kennewick
S.P. & S. Junction 357.
Pasco
Ruling Grade Westward Down.
Ruling Grade Eastward 0.2%
FIRST SUB-DIVISION
Vancouver 46.4
McLoughlin
Fisher
Camas
Washougal
Mt Pleasant
Primdle
Skamania
North Bonneville
Stevenson
Carson
Cooks
Hood
Underwood
Bingen-White Salmon
Lyle 104.7
North Dalles
Celilo Wye Switch
Wishram 170.
Ruling Grade Westward Down
Ruling Grade Eastward 0.2%
FOURTH SUB-DIVISION
Lyle 104.7
Doubling Spur
Wrights
Pitt
Klickitat M.P. 13.9
Swale
Warwick
Centerville
M.P. 39.2 1673.3
Goldendale
Max. 1.022%
Max. 2.2%
Max. 1.16%
Ruling Grade Westward 1.3%. Ruling Grade Eastward 2.2%
Celilo Wye Switch 170.0 Wishram
O.W.R.R. & N. Connection.
Moody
Kloah
Lockit
Dike
Sinamox
Oakbrook
Sherar
Tuskah
Maupin
Cambrai
Nena
Nathan 1110.28
N. Jct.
Kaskela
1259.5
South Junction
Gateway
Paxton
Madras
Metolius
Culver
2870.5
Opal City
Crooked River 2758.0
Terrebonne
Prineville Junction
Redmond
Deschutes
Bend 3666.25
Max. 0.6%
Max. 0.7%
Max. 0.43%
Max. 0.62%
Max. 0.521%
Max. 0.64
Max. 0.4%
Max. 1.5%
Max. 1.0%
Max. 0.5%
Oregon Trunk Ry
O.W.R.R. & N. Co
Oregon Trunk Railway
Ruling Grade Westward Bend to Wishram 0.5%
Ruling Grade Eastward Wishram to South Junction 0.6%. South Junction to Madras 1.5%. Madras to Bend 1.0%.
Water
Fuel
Elevation 170