

SPOKANE, PORTLAND & SEATTLE R'Y CO.

VANCOUVER DIVISION

AND

OREGON TRUNK RAILWAY

TIME TABLE No. 79

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

THURSDAY, DECEMBER 31, 1936

**SUPERSEDING TIME TABLE NO. 78 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

M. C. LaBERTEW, Superintendent

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.

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.

Name	Miles from Lyle	Car Capacity	Switch at	Flag Stops for Trains
Doubling Spur.....	1.6	8	East End	Not pass. stop
Klickitat Springs.....	15.3	10	East end	220, 221

1 Granger to M.
2 Montpelier to P.
3 Poc to
4 Glens Ferry to Na.
5 Na to Hu
6 Hu to L.
7 L to Hi

SECOND CLASS		FIRST CLASS				Car Capacity		Distance from Spokane	TIME TABLE No. 79 DECEMBER 31, 1936		Distance from Portland	Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Yard Limits.	FIRST CLASS				SECOND CLASS	
3	275		3	1	Sidings	Other Tracks	STATIONS		2	4			4		276	4		
	Time Freight		Passenger	Passenger									Passenger	Passenger			Time Freight	
	Leave Daily		Leave Daily	Leave Daily									Arrive Daily	Arrive Daily			Arrive Daily	
Na.	7.00AM					Yard	148.8	DN...PASCO YARD (Frt.)...EN	0.8	231.5	WCYTO KL						11.30AM	
12.10P	7.05	12.15P		12.15PM	1.20AM	2.20	Yard	148.8	DN...PASCO (Frgt.)...EN	1.0	230.7	WKL	3.00AM	2.40PM	4.09P	2.42P	11.25	4.00P
BETWEEN S. P. & S. JCT. & PASCO TRAINS WILL BE GOVERNED BY N. P. RY., IDAHO DIV. TIME TABLE AND RULES																		
12.14	7.12	12.19		12.19	1.25	2.24	149.8	4.36	S. P. & S. JUNCTION	3.32	229.7	4.46	2.55	2.35	4.04		11.18	3.56
12.15	7.15	12.20		12.20	1.26	2.25	150.3	4.37	KENNEWICK	3.31	229.3	4.45	2.54	2.33	4.02	2.38	11.15	3.55
12.22	7.25	12.27		12.27	1.33	2.32	155.4	4.21	FINLEY	3.23	234.1	4.35	2.45	2.24	3.53	2.32	11.01	3.46
12.27	7.32	12.32		12.32	1.38	2.37	159.6	4.22	HOVER	3.17	219.9	4.30	2.40	2.18	3.47	2.28	10.50	3.40
12.35	7.44	12.40		12.40	1.47	2.49	166.1	4.16	YELLE PIT	3.08	213.4	4.24	2.32	2.09	3.38	2.22	10.35	3.31
12.42	7.53	12.47		12.47	1.53	2.55	171.3	4.10	TOMAR	3.01	208.3	4.16	2.25	2.02	3.29	2.17	10.20	3.24
12.48	8.02	12.53		12.53	2.00	3.01	176.7	4.04	MOTTINGER	2.54	202.8	4.10	2.18	1.54	3.22	2.12	10.07	3.17
12.54	8.10	12.59		12.59	2.13	3.06	181.3	3.57	BERRIAN	2.48	198.3	4.05	2.13	1.47	3.16	2.08	9.55	3.11
1.00	8.20	1.05		1.05	2.21	3.12	186.6	3.53	PLYMOUTH	2.42	192.9	3.58	2.07	1.41	3.10	2.02	9.42	3.05
1.05	8.28	1.10		1.10	2.26	3.16	190.6	3.48	BARGER	2.37	188.9	3.53	2.02	1.36	3.04	1.58	9.31	2.59
1.16	8.42	1.21		1.21	2.36	3.25	199.0	3.40	PATERSON	2.26	180.5	3.43	1.52	1.25	2.53	1.50	9.10	2.48
1.21	9.00	1.26		1.26	2.41	3.30	203.1	3.32	SAGE	2.20	176.4	3.38	1.46	1.18	2.47	1.46	9.00	2.42
1.29	9.13	1.34		1.34	2.48	3.36	208.8	3.27	WHITCOMB	2.12	170.7	3.31	1.39	1.10	2.39	1.41	8.45	2.34
1.38	9.28	1.43		1.43	2.56	3.43	215.4	3.21	CARLEY	2.03	164.1	3.23	1.31	1.01	2.30	1.35	8.28	2.25
1.40		1.45		1.45		3.45	217.2	3.14	ALDERDALE	2.00	162.3	3.16		1.00	2.27			2.22
1.46	9.42	1.51		1.51	3.03	3.50	221.6	3.07	MCREDIE	1.54	157.9	3.10	1.23	1.00	2.21	1.29	8.12	2.16
1.53	9.53	2.00		2.00	3.10	3.56	226.9	3.01	MOONAX	1.47	153.6	3.03	1.16	1.00	2.14	1.24	7.59	2.09
2.00	10.07	2.06		2.06	3.17	4.02	232.3	2.95	ROOSEVELT	1.38	146.7	2.97	1.09	1.00	2.06	1.19	7.44	2.00
2.10	10.20	2.14		2.14	3.25	4.08	238.7	2.89	SUNDAL	1.30	140.8	2.90	1.02	1.00	1.57	1.14	7.28	1.52
2.17	10.31	2.21		2.21	3.31	4.14	244.0	2.83	FOUNTAIN	1.23	135.5	2.84	1.00	1.00	1.50	1.09	7.15	1.45
2.24	10.42	2.28		2.28	3.37	4.19	248.9	2.77	GOODNOE	1.17	130.6	2.78	1.00	1.00	1.44	1.05	7.02	1.39
2.31	10.53	2.35		2.35	3.44	4.24	253.9	2.71	TOWAL	1.11	125.6	2.72	1.00	1.00	1.37	1.00	6.50	1.32
2.39	11.07	2.44		2.44	3.52	4.31	260.6	2.65	CLIFFS	1.02	118.9	2.66	1.00	1.00	1.27	1.00	6.32	1.22
2.47	11.17	2.51		2.51	3.58	4.37	265.2	2.59	MARYHILL	12.56	114.3	2.60	1.00	1.00	1.21	1.00	6.20	1.16
3.00	11.35	3.03		3.03	4.10	4.47	273.4	2.53	WISHRAM	12.45	106.1	2.54	1.00	1.00	1.10	1.00	6.00	1.05
	Arrive Daily			Arrive Daily	Arrive Daily				12.46 P.D.				Leave Daily	Leave Daily			Leave Daily	
2.50	4.35			3.50	2.50				12.54 P.F.				3.42	3.00			5.30	2.55
4.40	27.4			44.0	44.0				Time Over District				46.1	41.5			22.8	
									Average Speed Per Hour									

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 revenue passengers from Spokane or from east of Spokane. No. 1 will stop on flag at Maryhill for revenue passengers for Bingen-White Salmon, Vancouver and Portland. No. 2 will stop at any station to pick up revenue passengers for Spokane or east of Spokane when advance arrangements are made for it with Agents. No. 2 will stop at Maryhill to discharge revenue passengers from Portland, Vancouver and Bingen-White Salmon. All trains will enter passenger yard at Pasco under control. O-1, O-3 and O-6 class engines will be spaced not less than ten cars apart in trains. When an order is issued 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, the opposing train must take the siding.

LOCATION OF BULLETIN BOARDS

Pasco Roundhouse.
Pasco Yard Office.
Pasco Passenger Telegraph Office.
Wishram Telegraph Office.

MAXIMUM SPEED

Location At any point..... Pass. 60 Frt. 40

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

8.4 56 4.1 230.7
4 106.1
5.9 504
5.9 45 543 5246 20 124.6
6 354.
3.35 11 33.4
5.9
6.40 7.30P
6.50 60
43 5.9 45 29.5 236 265.5

12.45P 12.45

7.00P Spokane 6.00P

3.40 3.35 Pasco 2.35 P

3.35 3.30P Pasco 2.30P

12.45P.M. Wishram 12.45P

3.35P 4.40 Vancouver 10.55A

3.35P 4.40 Vancouver 10.50A

4 Portland 10.30A

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WESTWARD

FIRST SUB-DIVISION—BETWEEN WISHRAM AND VANCOUVER

EASTWARD

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THIRD CLASS			SECOND CLASS			FIRST CLASS			Car Capacity		Distance from Spokane	TIME TABLE No. 79		Distance from Portland	Water, Fuel, Wyse, Turn Tables, Scales, Standard Clocks and Yard Limits.	FIRST CLASS				SECOND CLASS			THIRD CLASS		
		301		275	273		3	3	1	Sidings	Other Tracks	DECEMBER 31, 1936				4	2	4	4	274	276	4	302		
		Local Freight		Time Freight	Freight			Passenger	Passenger			STATIONS				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		2.30PM	1.00PM	4.55A	3.05P	3.10PM	4.20AM		Yard	273.4	DN.....WISHRAM.....	106.1	WCOKL	11.35AM	12.08AM	1.00P	12.38P	10.15PM	4.15AM	1.03P	2.00PM	2.02P	2.00
		6.03		2.32	1.03		3.07	3.12				274.5	OKILO WYE SWITCH.....	105.0	Y	11.29		12.55	12.38P	10.13	4.12	12.57	1.58		
		6.07		2.38	1.07	5.00	3.107	3.15	4.26	80		276.7	P.....AVERY.....	102.8		11.25	12.01AM	12.51P	12.31	10.09	4.05	12.53P	1.52	1.55	1.54
		6.16		2.50	1.18	5.05	3.17P	3.22	4.32	69		280.9	P.....SPEARFISH.....	98.6		11.18	11.55	12.44P	12.26	10.00	3.55	12.46P	1.42	1.50	1.50
		6.25		3.04	1.30	5.10	3.25P	3.30	4.40	80	20	285.5	P.....NORTHDALES.....	94.0		11.12	11.50	12.39P	12.20P	9.51	3.43	12.40P	1.30	1.45	
		7.05		3.45	1.50	5.24	3.40A	3.45	4.59	80	135	294.2	DN.....LYLE.....	85.3	WTC	10.59	11.38	12.25P	12.08P	9.34	3.20	12.27P	1.00	1.35	
		8.30		4.17	2.16	5.38P	3.57A	4.02	5.14	80	110	303.9	DN.....BINGEN WHITE SALMON SA	75.6	12.05P	10.44	11.24	12.10P	11.53P	9.14	2.54	12.12P	12.30PM	1.20P	
		8.45		4.26	2.24		4.02P	4.07			40	306.8	P.....UNDERWOOD.....	72.7		10.40		12.05P		9.08	2.46	12.07P	11.15		
		8.51		4.34	2.28	5.45	4.05P	4.10	5.21	82	7	308.6	P.....HOOD.....	70.9		10.37	11.17	12.02P	11.46	9.04	2.42	12.04P	10.51	1.10	
		9.15		4.52	2.40	5.51	4.13P	4.18	5.28	81	27	313.7	P.....COOKS.....	65.8	W	10.29	11.10	11.54P	11.40	8.54	2.28	11.56P	10.29	1.04	
		9.50		5.20	3.02	6.01	4.27P	4.32	5.41	78	13	321.8	P.....CARSON.....	57.7		10.16	11.00	11.42P	11.31	8.38	2.07	11.44P	9.45	12.55	
		10.10		5.35	3.11	6.06	4.39A	4.39	5.47	79	47	325.7	D.....STEVENSON.....	53.8		10.10	10.55	11.36P	11.25P	8.30	1.56	11.38P	9.32	12.50	
		11.00		5.53	3.23	6.12	4.42A	4.47	5.54	51	Yard	330.7	DN.....NORTH BONNEVILLE.....	48.8	L	10.02	10.48	11.28P	11.17P	8.20	1.43	11.30P	9.15	12.43	
		11.25		6.15	3.38	6.19	4.52P	4.57	6.03	80	17	336.7	P.....SKAMANIA.....	42.8	W	9.52	10.40	11.19P	11.08	8.08	1.27	11.21P	8.55	12.36	
		11.45		6.32	3.51	6.25	5.07P	5.06	6.11	79	9	341.7	P.....PRINDLE.....	37.8		9.44	10.33	11.12P	11.02P	7.58	1.13	11.14P	8.40	12.30	
							5.05P	5.10				343.9	CAPE HORN No Siding	35.9		9.40		11.08P				11.10P			
		12.10PM		6.52	4.06	6.32	5.11P	5.16	6.19	99		347.3	P.....MT. PLEASANT.....	32.2		9.35	10.26	11.03P	10.55	7.47	12.58	11.05P	8.25	12.23	
		12.32		7.07	4.17	6.38	5.19P	5.24	6.27	101	30	351.9	P.....WASHOUGAL.....	27.6	W	9.28	10.20	10.56P	10.49	7.37	12.46	10.58P	8.10	12.18	
		1.20		7.30	4.25	6.43	5.25A	5.30	6.36	80	108	355.1	DN.....CAMAS.....	24.4		9.22	10.15	10.51A	10.44P	7.30	12.38	10.53A	8.00	12.14	
		1.35		7.52	4.37	6.50	5.34P	5.39	6.45	134	4	360.2	P.....FISHER.....	19.3		9.14	10.08	10.43P	10.37	7.18	12.24	10.44P	7.24	12.07	
		1.47		8.12	4.49	6.56	5.43P	5.48	6.54	79		365.0	P.....McLOUGHLIN.....	14.5		9.06	10.02	10.36P	10.31	7.09	12.11	10.36P	7.13	12.01P	11.01
		2.00PM		8.30PM	5.00PM	7.05	5.55P	6.00PM	7.05AM		Yard	369.5	DN.....VANCOUVER.....	10.0	WTCYO KL	9.00AM	9.56PM	10.30P	10.35P	7.00PM	12.01AM	10.30P	7.05AM	11.55P	10.55P
							6.00P						10.0					10.24P	10.31P			10.24P	11.50P	10.50P	

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

						6.30P	6.30PM	7.35AM		Yard	379.5	DN. PORTLAND, Union Depot. VC	0.0	KL	8.30AM	9.30PM	10.00P	10.00P			10.00P		11.30P	10.30P
				10.00PM	6.00PM					Yard	379.5	DN. PORTLAND, Hayt Street Depot. GO	0.0	WTCOKL					6.15PM	9.00PM				
												96.1 V-W											20"	
												106.1 P-W											30.0	
		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		6.00 16.0	4.00 24.0		2.50 33.9	2.45 34.9				Time Over District Average Speed Per Hour			2.35 37.2	2.12 43.7			3.15 29.6	4.14 22.7			6.55 13.9	

SPECIAL RULES

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LOCATION OF BULLETIN BOARDS

Vancouver, Roundhouse Office, Telegraph Office.
Wishram, Roundhouse Office, Telegraph Office.

MAXIMUM SPEED

Location	Pass.	Frt.
At any point.....	60	40
Through Tunnel No. 1.....	40	40
Between first crossing east of depot at Washougal and overhead bridge west of depot at Washougal.....	15	15
Through Camas.....	20	20
Over 8th Street Crossing, 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	..	..	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	..	..	3, 4
Swan-Haman.....	82.4	..	..	3, 4
Paeker.....	101.5	1	East end	3, 4

THIRD CLASS			SECOND CLASS			FIRST CLASS			Car Capacity		TIME TABLE No. 79 DECEMBER 31, 1936 STATIONS	Distance from Bend	Distance from Wishram	Water, Oil, Wyes, Turn Tables, Scales, Standard Clocks and Yard Limits.	FIRST CLASS				SECOND CLASS		THIRD CLASS			
315	311	313			103															102			314	310
U.P. Time Freight	Oregon Trunk Freight	U.P. Time Freight			Oregon Trunk Mixed					Sidings					Other Tracks					Oregon Trunk Mixed			U.P. Time Freight	Oregon Trunk Freight
Leave Sat. Only	Leave Daily	Leave Daily Ex. Sun. & Mon.			Leave Daily															Arrive Daily			Arrive Daily Ex. Sun.	Arrive Daily
2.30PM	6.15AM	2.30AM			7.30PM					Yard		0.0	DN.....BEND.....ND	151.5	WCYOKL				7.40AM		6.10AM	7.00AM		
										50		7.4	P.....DESCHUTES.....	144.1					7.17		5.45	6.32		
2.45	6.32	2.55			7.42					101	110	16.5	DN.....REDMOND.....RD	135.0	WL				6.50		5.25	6.05		
3.05	6.50	3.25			8.15						16	19.2	D.....PRINEVILLE JUNCTION.....XN	132.3					6.20		4.55	5.50		
3.10	6.56	3.35			8.20					49		22.0	P.....TERREBONNE.....	129.5					6.06		4.35	5.40		
3.16	7.02	3.45			8.27					49	24	29.5	P.....OPAL CITY.....	122.0	W				5.48		4.10	5.18		
3.33	7.17	4.10			8.40					49	41	36.6	P.....CULVER.....	114.9					5.31		3.41	4.59		
3.50	7.31	4.30			8.55					Yard		41.3	N.....METOLIUS.....MS	110.2	T.W.				5.20		3.25	4.45		
4.00	7.42	4.45			9.05					4		43.9	AGENCY.....	107.6										
										48	39	46.3	D.....MADRAS.....MD	105.2	W				5.03		3.10	4.25		
4.15	7.55	5.03			9.20						47	52.0	PAXTON.....	99.5					4.42		2.50	4.00		
4.35	8.10	5.30			9.37					34	23	57.5	D.....GATEWAY.....GW	94.0	W				4.22		2.35	3.35		
4.54	8.30	5.57			9.55					22	20	65.7	P.....SOUTH JUNCTION.....	85.8	W				3.55		2.10	3.01		
5.20	9.02	6.35			10.20					49		71.2	P.....KASKELA.....	80.3					3.38		1.55	2.45		
5.37	9.15	6.50			10.35							76.1	N.....NORTH JUNCTION.....JN	75.4					3.25		1.42	2.31		
5.51	9.28	7.02			10.48					50		77.9	P.....NATHAN.....	73.6	W.				3.20		1.37	2.25		
5.57	9.33	7.06			10.53							83.9	P.....FRIEDA.....	67.6					3.05		1.20	2.08		
6.15	9.48	7.20			11.09					50		87.7	P.....NENA.....	63.8	W.				2.55		1.10	1.58		
6.25	9.55	7.30			11.20					49		96.1	P.....CAMBRAI.....	55.4					2.38		12.47	1.33		
6.48	10.15	7.50			11.57						28	96.8	D.....MAUPIN.....AU	54.7	L				2.36		12.45	1.31		
6.50	10.17	7.53			11.59						24	100.7	TUSKAN.....	50.8	W.				2.25		12.34	1.20		
7.02	10.28	8.01			12.10AM					49		103.8	P.....SHERAR.....	47.7					2.17		12.24	1.10		
7.10	10.35	8.10			12.24					49		111.6	P.....OAKBROOK.....	39.9	W.				1.59		12.01AM	12.50		
7.35	10.52	8.28			12.50					50		120.9	P.....SINAMOX.....	30.6					1.36		11.40	12.29		
8.00	11.14	8.50			1.13					48		125.1	P.....DIKE.....	26.4	W.				1.27		11.28	12.19		
8.12	11.23	9.00			1.27					50		133.5	P.....LOCKIT.....	18.0					1.10		11.08	12.01AM		
8.36	11.42	9.20			1.46					52		139.9	P.....KLOAN.....	11.6	W				12.56		10.53	11.46		
8.55	11.56	9.35			2.01					50		145.8	P.....MOODY.....	5.7					12.43		10.40	11.31		
9.12	12.10PM	9.50			2.14							150.0	O. T. JUNCTION.....	1.5	L				12.34		10.30PM	11.20		
9.30PM	12.19	10.00AM			2.22							150.6	CELILO WYE.....	0.9					12.32			11.18		
	12.25				2.25					Yard		151.5	DN.....WISHRAM.....BC	0.0	W.C.Y.O. K.L.				12.30AM			11.15PM		
Arrive Sat. Only	Arrive Daily	Arrive Daily Ex. Sun. & Mon.			Arrive Daily														Leave Daily		Leave Daily Ex. Sat.	Leave Daily		
7.00 21.4	6.15 24.2	7.30 20.0			7.00 21.6														7.10 21.1		7.40 19.6	7.45 19.5		
Time Over District. Average Speed Per Hour.																								

Time Over District.
Average Speed Per Hour.

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, Bend. Junction switch at O. T. Junction will be set and locked for O. T. main line. 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 Fits, 120 feet east of M. P. 65. Running brake test will be made on westward trains at point one mile west of Madras. 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. O-1, O-3 and O-6 class engines will be spaced not less than ten cars apart in trains. When these engines are moving light, coupled together, they will be separated when passing over steel bridge No. T-105.6, .4 miles east of Madras and steel bridge No. T-88.6, 2.8 miles east of South Junction.

When an order is issued 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, the opposing train must take the siding. Westward freight and mixed trains will stop at Madras where trainmen will test air and turn up retainers necessary for proper control on heavy grades, Madras to South Junction. Derrail 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. Derrail in main line 713 feet west of west end of depot at Bend is open except when thrown for trains to pass.

LOCATION OF BULLETIN BOARDS

Bend, Roundhouse Office, Telegraph Office.
Wishram, Roundhouse Office, Telegraph Office.

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	Passenger Trains	Freight & Mixed Trains
Maximum speed at any point.....	45	40
Over draw span, Celilo Bridge.....	15	15
Eastward trains from Union Pacific connection, Oregon Trunk Junction, through spring switch.....	15	15
Between Wishram and Lockit.....	35	30
Between Lockit and South Junction, except trains 102 and 103.....	35	25
Between Lockit and South Junction, trains 102 and 103.....	25	30
Between South Junction and M. P. 92.3.....	25	15
Between M. P. 92.3 and Madras.....	25	20
Between Madras and Metolius.....	25	25

Further speed restrictions to be governed by restriction signs.

CLEARANCE TABLE

	HEIGHT ABOVE TOP OF RAIL											
	1' Wide	2' Wide	3' Wide	4' Wide	5' Wide	6' Wide	7' Wide	8' 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.

JUNCTIONS

NAME	Miles from Portland
Union Pacific R. R.....	6.9
N. P. Ry., G. N. Ry. and Union Pacific R. R.....	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
Union Pacific R. R.....	1.5
City of Prineville Railway.....	132.3

LOCOMOTIVE TONNAGE RATINGS
BASED ON TRAINS AVERAGING 50 TONS PER CAR
CLASS AND ENGINE NUMBER

Ruling Grade	A-1 1-5	A-3 7-8	D-2 150-151	D-3 152, 157 158	D-4 153-155	D-6 159	D-7 160-162	M-2 201	N-4, N-5 300-303 315	N-6, F-1 325-326 450-466	N-2, N-7 355-365 333-339	N-1, N-3 350-352 370	O-1, O-3 500-507 530-534	O-2 525	C-1 600-609	H-1 620-624	GCWR 1	GN O-6 3350-3357	GN O-6 3368, 3369	GN O-6 3358	GN N-2 2000		
Level	6897	7302	6477	6463	6076	5711	7793	4459	8328	8900	9975	6738	15000	12700	6623	9725	6016	16671	17051	16170			
.1%	4347	4722	4170	4165	3811	3544	4898	2876	5362	5740	6396	4353	10000	8225	4258	6265	3885	10792	11020	10422			
.2%	3197	3473	3054	3054	2800	2598	3599	2111	3928	4211	4743	3200	8000	6049	3110	4591	2853	7947	8102	7658	11200		
.3%	2519	2741	2396	2398	2203	2304	2834	1639	3112	3309	3796	2519	5800	4766	2538	3603	2247	6268	6381	6028	8760		
.4%	2072	2252	1962	1968	1810	1672	2312	1362	2558	2715	3007	2071	4770	3928	1990	2952	1838	5162	5246	4953	7180		
.5%	1755	1907	1654	1659	1530	1411	1971	1151	2164	2293	2602	1752	4040	3319	1674	2490	1555	4377	4441	4191	6060		
.6%	1518	1650	1424	1431	1322	1216	1704	993	1871	1978	2251	1514	3500	2870	1438	2146	1356	3792	3853	3622	5230		
.7%	1334	1464	1247	1253	1161	1066	1497	871	1643	1729	1979	1320	3070	2524	1256	1879	1185	3338	3375	3181	4590		
.8%	1188	1292	1105	1112	1032	945	1332	744	1462	1540	1762	1184	2730	2247	1110	1666	1054	2977	3004	2830	4080		
.9%	1069	1163	989	997	927	847	1197	694	1314	1381	1585	1064	2460	2022	990	1492	947	2682	2706	2548			
1.0%	970	1055	893	900	840	766	1085	628	1101	1250	1438	965	2230	1838	907	1348	858	2436	2450	2304	3320		
1.1%	886	964	812	821	766	697	990	572	1087	1138	1314	880	2037	1675	809	1236	783	2239	2237	2104			
1.2%	815	887	742	751	703	638	909	519	999	1046	1208	809	1872	1539	738	1121	719	2051	2055	1931			
1.3%	752	820	682	691	649	586	839	483	921	960	1116	747	1729	1420	676	1031	663	1898	1898	1782			
1.4%	698	760	621	638	601	539	778	446	854	888	1035	692	1604	1319	622	952	614	1764	1760	1652			
1.5%	650	708	583	592	559	503	724	415	795	824	964	644	1493	1228	574	882	572	1645	1639	1537			
1.6%	608	662	542	551	522	468	676	387	742	768	901	601	1395	1148	532	821	533	1540	1531	1435			
1.7%	570	621	505	514	488	436	633	362	695	718	845	563	1308	1077	491	765	499	1446	1434	1343			
1.8%	536	584	472	481	458	408	595	339	652	672	794	529	1229	1012	462	748	469	1362	1348	1261	1800		
1.9%	504	550	442	451	431	381	560	319	615	631	748	498	1158	953	429	671	441	1285	1269	1187			
2.0%	477	520	414	428	406	360	530	300	580	594	707	470	1093	900	401	630	416	1227	1198	1120			
2.1%	451	492	389	399	384	328	499	283	548	559	669	408	1034	852	378	592	393	1153	1133	1058			
2.2%	428	469	367	377	363	308	475	267	519	528	634	387	976	808	352	559	372	1095	1074	1002			

Above are ratings for districts with long continuous grades. For districts with short pieces of maximum grade ratings should be increased 10%.

Make 10% reduction when temperature 5° to 25° above.

Make 20% reduction when temperature 5° above to 10° below.

Make 30% reduction when temperature 10° below or colder.

Special: Rating for Class .01 Engines 1250 tons
 Class .03 Engines 1350 tons
 Class .06 Engines 1450 tons
 South Junction to Madras

COMPANY SURGEONS

Dr. Chas. C. Newcastle, Chief Surgeon } 318 Mayer Bldg., Portland. Telephone Beacon 5070;
 Dr. Wilnot 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. F. G. LeFor, 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. Evan Ardiel, Local Surgeon, Washtucna.
 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 employees 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.

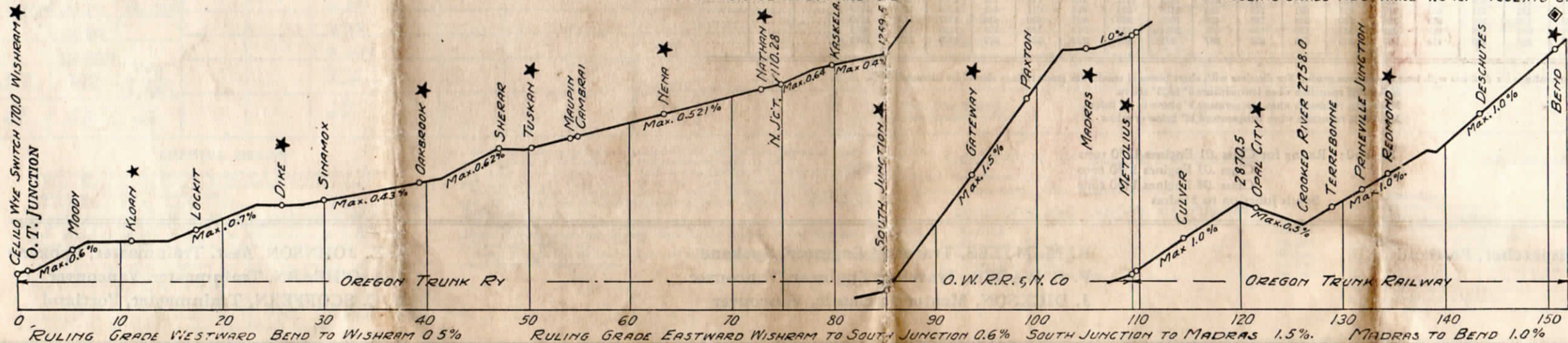
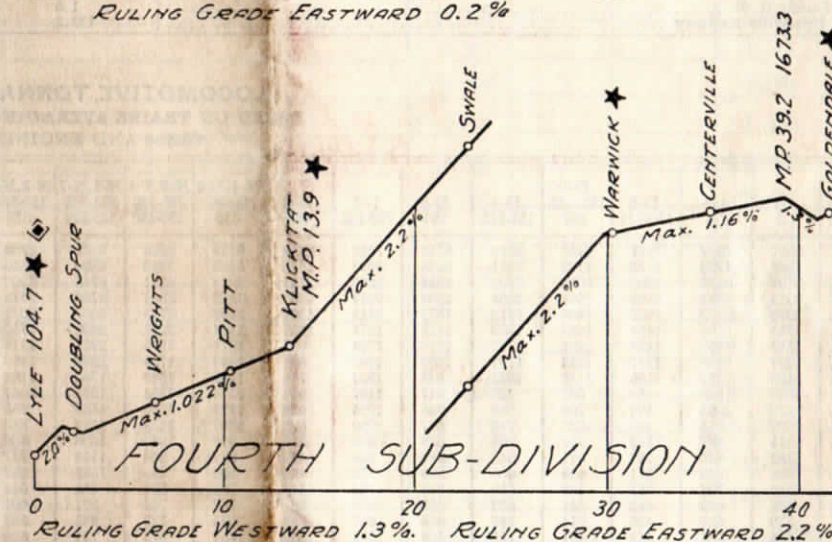
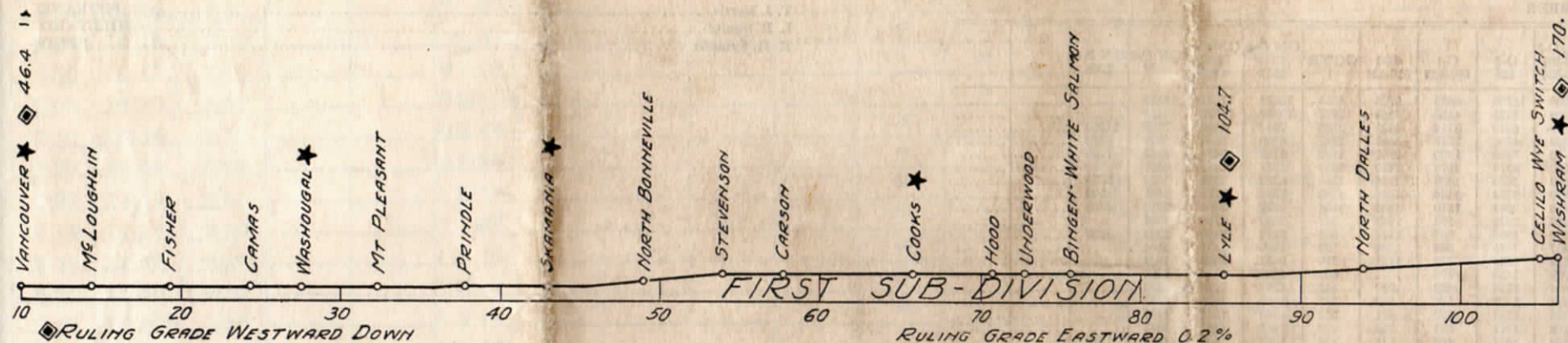
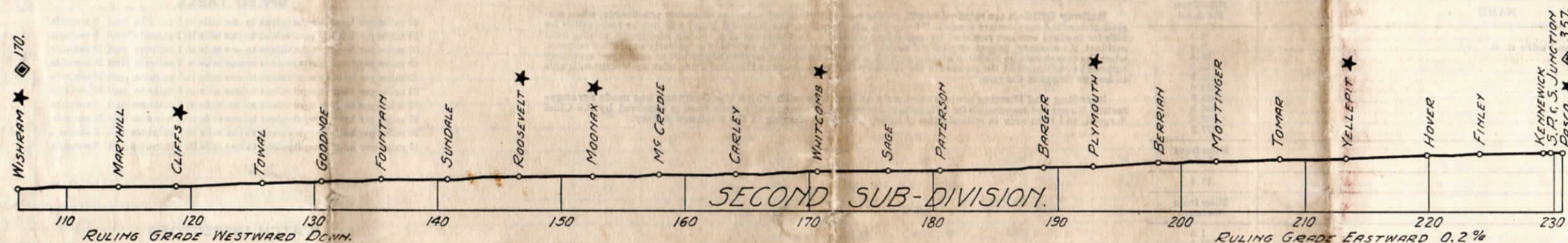
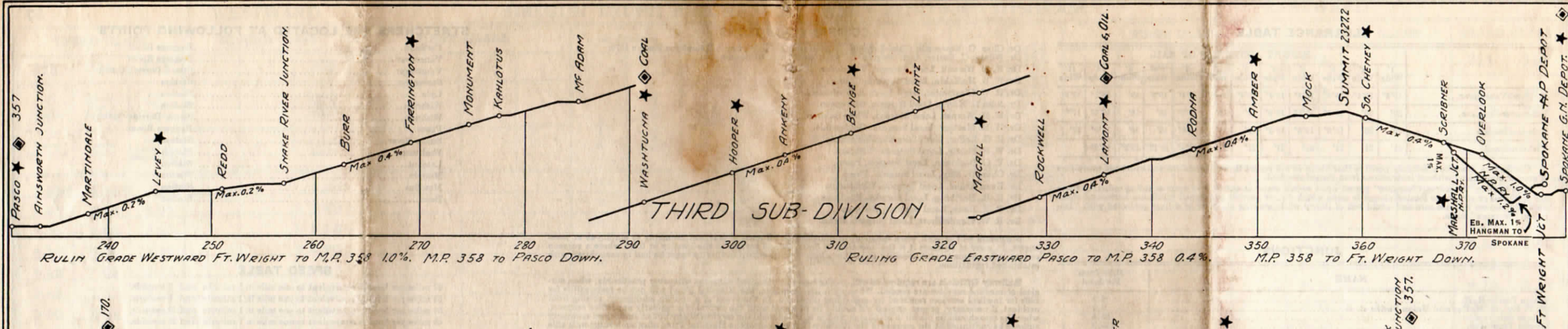
WATCH INSPECTORS

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

B. L. SPERRY, Chief Dispatcher, Portland

R. M. MYLES, Traveling Engineer, Spokane
 F. C. WAGER, Traveling Engineer, Vancouver
 J. DICKSON, Master Mechanic, Vancouver

A. E. JOHNSON, Asst. Trainmaster, Spokane
 J. A. O'HEARN, Trainmaster, Vancouver
 R. C. SCOFFERN, Trainmaster, Portland



WATER ★
 FUEL ♦
 ELEVATION 170