

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

Table with columns for Third Class, 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, Third Class. Includes arrival and departure times for various stations like YARDLEY, SPOKANE, MARSHALL JCT., and PASCO.

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

Table showing train schedules for N. P. Ry. between Marshall Junction and Spokane, including times for DN. MARSHALL JCT. N. P. MR and DN. SPOKANE (G. N. Depot) F.

ON G. N. RY. BETWEEN FT. WRIGHT AND SPOKANE TRAINS WILL BE GOVERNED BY G. N. RY. SPOKANE DIVISION TIME TABLE AND RULES

Main table of train schedules for G. N. Ry. between Ft. Wright and Spokane, listing stations like FORT WRIGHT, OVERLOOK, SCRIBNER, SOUTH CHENEY, MOCK, AMBER, BODNA, STONER SPUR, LAMONT, ROCKWELL, MACALL, LANTZ, BERGE, ANKENY, HOOPER, WASHUTCNA, McADAM, KAHLLOTUS, MONUMENT, FARRINGTON, BURR, SNAKE RIVER JCT., SNAKE RIVER, REDD, LEVEY, MARTINDALE, AINSWORTH JCT., PASCO YARD, and PASCO. Includes arrival and departure times and yard information.

BLOCK DISTRICT—See Schedules Page 3.

BLOCK DISTRICT—See Schedules Page 3.

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. Between Pasco and Ainsworth Junction all trains will be handled under block card system...

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.

MAXIMUM SPEED

Table with columns for Location, Pass., Frt. showing maximum speeds for various locations like Snake River, Burr, and Farrington.

LOCATION AND LENGTH OF TUNNELS

Table with columns for No., Location, Length showing tunnel details for locations like Farrington and Snake River.

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

Table with columns for Name, Miles from Portland, Car Capacity, Switch at, Flag Stops for Trains listing various spurs and their characteristics.

SECOND CLASS		FIRST CLASS		Car Capacity		Distance from Spokane	TIME TABLE No. 77 DECEMBER 8, 1935		Distance from Portland	Water, Fuel, Wyes, Turn Tables, Seats, Standard Cocks and Bulletin Boards and Yard Limits.	FIRST CLASS		SECOND CLASS	
275		3	1	Sidings	Other Tracks		STATIONS	2			4	276		
Time Freight		Passenger	Passenger			DN... PASCO YARD (Frt.)... EN	Passenger	Passenger	Time Freight					
Leave Daily		Leave Daily	Leave Daily			0.8	Arrive Daily	Arrive Daily	Arrive Daily					
1.00PM					Yard	148.8			231.5	WCYTO KL				11.30AM
1.05		12.01PM	1.30AM		Yard	148.8	DN..... PASCO (Psgr.)..... PA		230.7	WKL	3.00AM	3.20PM		11.25
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
1.12		12.06	1.36	102	14	150.3	D..... KENNEWICK..... KN		229.2	L	2.54	3.15		11.15
1.25		12.14	1.43	70	20	155.4	F..... FINLEY.....		224.1		2.46	3.07		11.02
1.35		12.21	1.49	79	15	159.6	P..... HOVER.....		219.9		2.41	3.00		10.52
1.47		12.31	1.58	110		166.1	P..... YELLEPIT.....		213.4	W	2.33	2.50		10.35
1.58		12.40	2.05	77		171.3	F..... TOMAR.....		208.2		2.26	2.41		10.22
2.10		12.49	2.20	79		176.7	P..... MOTTINGER.....		202.8		2.20	2.32		10.08
2.24		12.56	2.26	112		181.3	P..... BERRIAN.....		198.2		2.13	2.24		9.56
2.36		1.05	2.33	79	14	186.6	D..... PLYMOUTH..... MO		192.9	W	2.07	2.16		9.43
2.45		1.11	2.38	79		190.6	P..... BARGER.....		188.9		2.02	2.10		9.33
3.01		1.25	2.48	79	10	199.0	N..... PATERSON..... V		180.5		1.52	1.56		9.10
3.10		1.31	2.54	79		203.1	P..... SAGE.....		176.4		1.46	1.49		9.00
3.20		1.41	3.01	79	15	208.8	P..... WHITCOMB.....		170.7	W	1.39	1.41		8.45
3.34		1.50	3.09	79		215.4	F..... GARLEY.....		164.1		1.31	1.30		8.28
		1.53			15	217.2	P..... ALDERDALE.....		162.3			1.27		
3.46		1.59	3.16	80		221.6	P..... McCREEDIE.....		157.9		1.23	1.20		8.13
3.57		2.07	3.23	79		226.9	F..... MOONAX.....		152.6	W	1.16	1.12		7.59
4.09		2.15	3.30	79	36	232.8	D..... ROOSEVELT..... RE		146.7	W	1.09	1.02		7.44
4.20		2.24	3.37	79	18	238.7	P..... SUNDALE.....		140.8		1.02	12.53		7.30
4.31		2.31	3.44	79		244.0	P..... FOUNTAIN.....		135.5		12.55	12.45		7.15
4.41		2.38	3.50	79		248.9	F..... GOODNOE.....		130.6		12.49	12.37		7.03
4.50		2.46	3.56	80		253.6	P..... TOWAL.....		125.9		12.43	12.30		6.52
5.04		2.56	4.05	89	15	260.6	P..... CLIFFS.....		118.9	W	12.34	12.19		6.34
5.13		3.03	4.10	79	32	265.2	P..... MARYHILL.....		114.3		12.28	12.12PM		6.22
5.30PM		3.15PM	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	3.50								2.42	3.21		5.30
27.7		38.4	44.0								46.1	37.2		22.8
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: 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

THIRD CLASS			SECOND CLASS			FIRST CLASS			Car Capacity		TIME TABLE No. 77 DECEMBER 8, 1935	STATIONS	Distance from Wishram	Water, Oil, Wyes, Turn Tables, Scales, Standard Clocks and Bulletin Boards and Yard Limits.	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							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	7.40AM	7.00AM					
			f 7.50	6.32	1.43				50		7.4	P.....	7.4 DESCHUTES.....	144.1				5.45	f 7.17	6.32						
			s 8.15	6.50	2.20				50	75	16.5	DN.....	9.1 REDMOND.....RD	135.0	WL			5.15	s 6.50	6.05						
			s 8.22	6.56	2.30					16	19.2	D.....	2.7 PRINEVILLE JUNCTION.....KN	132.3				5.06	s 6.20	5.50						
			s 8.30	7.02	2.40				49		22.0	P.....	2.8 TERREBONNE.....	129.5				4.56	f 6.06	5.40						
			f 8.50	7.17	3.08				49	24	29.5	P.....	7.5 OPAL CITY.....	122.0	W			4.30	f 5.48	5.18						
			s 9.08	7.31	3.33				49	41	36.6	.....	7.1 CULVER.....	114.9				4.07	s 5.31	4.59					
			s 9.20PM	7.42AM	3.50AM				Yard		41.3	N.....	4.7 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

			s 10.35PM	9.02AM	5.40AM						65.7	P.....	SOUTH JUNCTION.....	85.8				2.35AM	s 3.55AM	3.01AM			
			f 10.51	9.17	5.57				49		71.2	P.....	5.5 KASKELA.....	80.3				2.18	f 3.38	2.45			
			s 11.05	9.28	6.10AM						76.1	N.....	4.9 NORTH JUNCTION.....JN	75.4	L			2.05AM	s 3.25	2.31			
			f 11.10	9.33					50		77.9	P.....	1.8 NATHAN.....	73.6	W.				f 3.20	2.25			
			f 11.22	9.48							83.9	6.0 FRIEDA.....	67.6					f 3.05	2.08			
			f 11.32	9.58					50		87.7	P.....	3.8 NENA.....	63.8	W.				f 2.55	1.58			
			11.57	10.19					49		96.1	8.4 CAMBRAI.....	55.4					2.38	1.33			
			s 11.59	10.21						28	96.8	D.....	0.7 MAUPIN.....AU	54.7	L			s 2.36	1.31				
			f 12.10AM	10.30						24	100.7	.....	3.9 TUSKAN.....	50.8	W.			f 2.26	1.20			
			f 12.24	10.37					49		103.8	P.....	3.1 SHERAR.....	47.7				f 2.19	1.10				
			f 12.50	10.55					49		111.6	P.....	7.8 OAKBROOK.....	39.9	W.			f 1.59	12.50				
			f 1.13	11.19					50		120.9	P.....	9.3 SINAMOX.....	30.6				f 1.36	12.29				
			f 1.27	11.28					48		125.1	P.....	4.2 DIKE.....	26.4	W.			f 1.27	12.19				
			f 1.46	11.47					50		133.5	P.....	8.4 LOCKIT.....	18.0				f 1.10	12.01AM				
			f 2.01	12.01PM					52		139.9	P.....	6.4 KLOAN.....	11.6	W			f 12.56	11.46				
			f 2.14	12.14					50		145.8	P.....	5.9 MOODY.....	5.7				f 12.43	11.32				
			2.25	12.25							150.6	.....	4.8 CELILO WYE.....	0.9				12.33	11.20			
			s 2.30AM	12.30PM					Yard		151.5	DN.....	0.9 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													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.	Frts. & 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 CABOSES

	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	450-466 326	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-Hangman Ck. 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

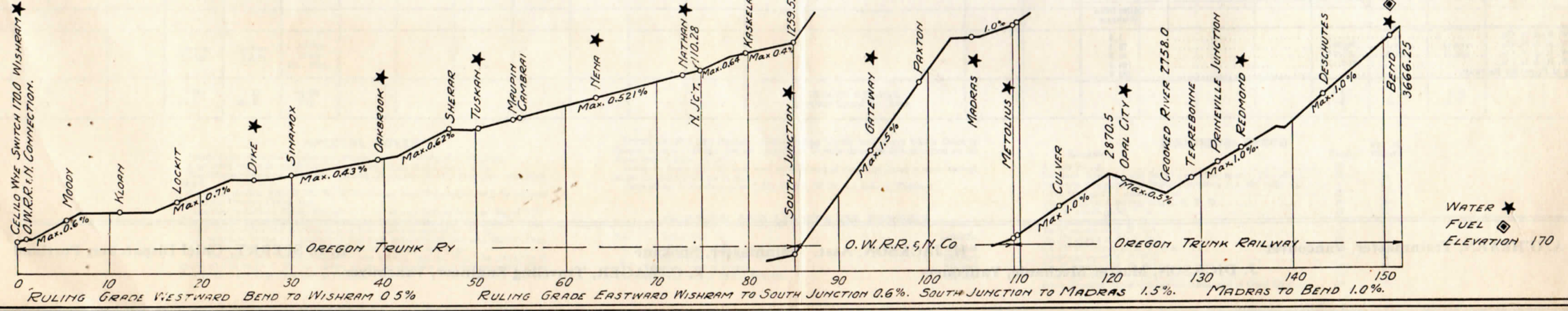
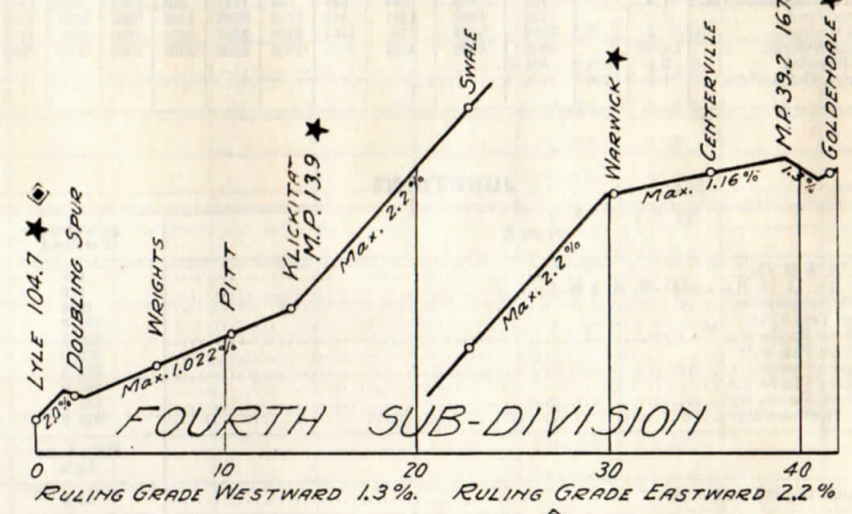
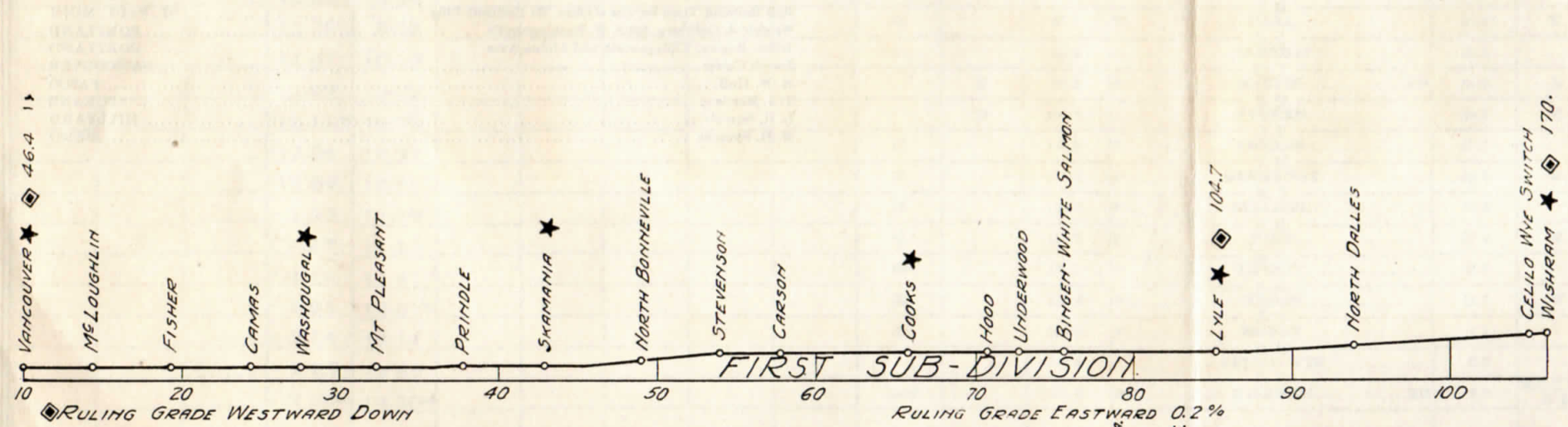
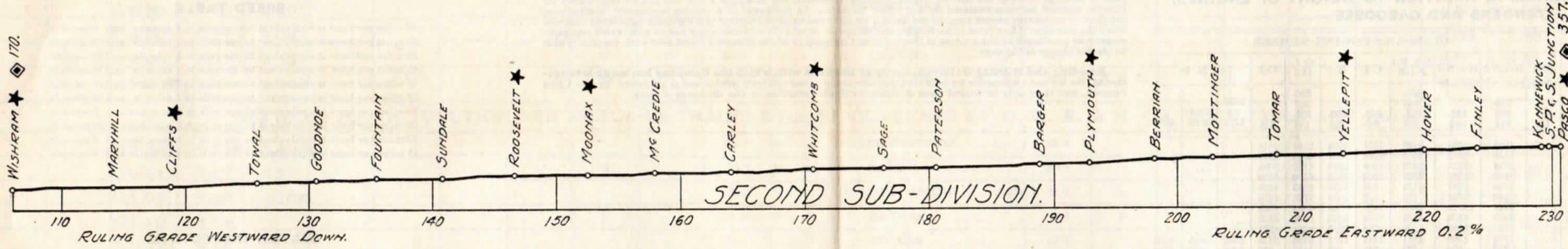
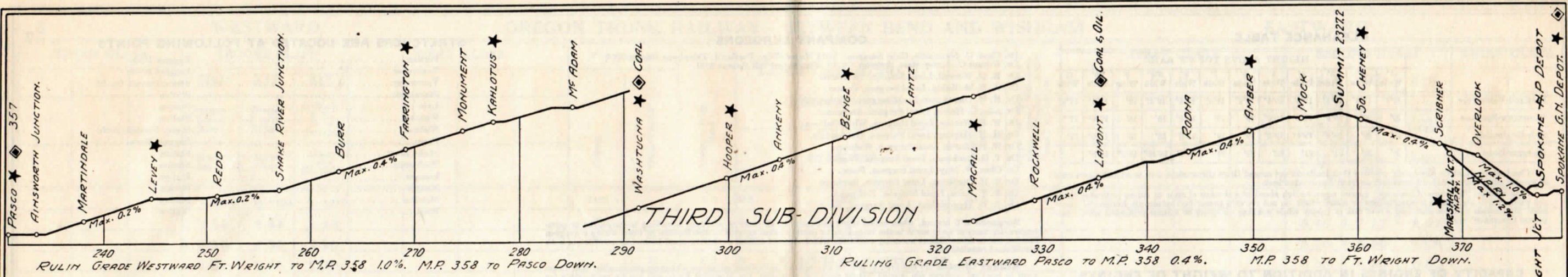
J. A. O'HEARN, Trainmaster, Vancouver

J. DICKSON, Master Mechanic, Vancouver

H. JACKSON, Asst. Trainmaster, Spokane

F. C. WAGER, Traveling Engineer, Vancouver

B. L. SPERRY, Chief Dispatcher, Portland



WATER ★
 FUEL ◊
 ELEVATION 170