

# **SPOKANE, PORTLAND & SEATTLE R'Y CO.**

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## **TIME TABLE NUMBER 5**

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

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**SUNDAY, Nov. 22, 1908**

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THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY  
DESTROY ALL PREVIOUS TIME TABLES

M. F. KINCAID, Trainmaster

F. S. FOREST, General Superintendent







| WEST BOUND  |  |              |              |             |  |  |     |                         |                                                | GOLDENDALE BRANCH       |      |                    |                                             |             |  |  |              |              |       | EAST BOUND  |  |  |  |  |  |  |  |  |  |
|-------------|--|--------------|--------------|-------------|--|--|-----|-------------------------|------------------------------------------------|-------------------------|------|--------------------|---------------------------------------------|-------------|--|--|--------------|--------------|-------|-------------|--|--|--|--|--|--|--|--|--|
| THIRD CLASS |  | SECOND CLASS |              | FIRST CLASS |  |  |     | Car Capacity of Sidings | Distance from Goldendale                       | Time Table No. 5        |      | Distance from Lyle | Water, Coal, Wyes, Turn Tables, and Scales. | FIRST CLASS |  |  |              | SECOND CLASS |       | THIRD CLASS |  |  |  |  |  |  |  |  |  |
|             |  |              | 55           |             |  |  |     |                         |                                                | IN EFFECT NOV. 22, 1908 |      |                    |                                             |             |  |  |              |              | 56    |             |  |  |  |  |  |  |  |  |  |
|             |  |              | Mixed        |             |  |  |     |                         |                                                |                         |      |                    |                                             |             |  |  |              |              | Mixed |             |  |  |  |  |  |  |  |  |  |
|             |  |              | Daily        |             |  |  |     |                         |                                                | STATIONS                |      |                    |                                             |             |  |  |              |              | Daily |             |  |  |  |  |  |  |  |  |  |
|             |  |              | De 10.40 AM  |             |  |  | 94  |                         | D..... GOLDENDALE ..                           | GD                      | 41.6 | WCY                |                                             |             |  |  | Ar 4.40 PM   |              |       |             |  |  |  |  |  |  |  |  |  |
|             |  |              | s 10.55      |             |  |  | 27  | 6.3                     | ..... 6.3                                      |                         | 35.3 |                    |                                             |             |  |  | s 4.25       |              |       |             |  |  |  |  |  |  |  |  |  |
|             |  |              | f 11.05      |             |  |  | 23  | 11.3                    | ..... 5.0                                      |                         | 30.3 | W                  |                                             |             |  |  | f 4.10       |              |       |             |  |  |  |  |  |  |  |  |  |
|             |  |              | f 11.45      |             |  |  | 20  | 24.8                    | ..... 13.5                                     |                         | 16.8 |                    |                                             |             |  |  | f 3.25       |              |       |             |  |  |  |  |  |  |  |  |  |
|             |  |              | f 11.55      |             |  |  |     | 27.6                    | ..... 2.8                                      | ..... No Siding         | 14.0 | W<br>¾ MI. West    |                                             |             |  |  | f 3.10       |              |       |             |  |  |  |  |  |  |  |  |  |
|             |  |              | f 12.10 PM   |             |  |  | 15  | 31.0                    | ..... 3.4                                      | PITT                    | 10.6 | W<br>¾ MI. West    |                                             |             |  |  | f 2.50       |              |       |             |  |  |  |  |  |  |  |  |  |
|             |  |              | f 12.20      |             |  |  | 4   | 34.3                    | ..... 3.3                                      | KLICKITAT               | 7.3  |                    |                                             |             |  |  | f 2.35       |              |       |             |  |  |  |  |  |  |  |  |  |
|             |  |              | Ar 12.40 PM  |             |  |  | 100 | 41.6                    | ..... 7.3                                      | LYLE                    | YA   | WY                 |                                             |             |  |  | De 2.10 PM   |              |       |             |  |  |  |  |  |  |  |  |  |
|             |  |              | Daily        |             |  |  |     |                         |                                                |                         |      |                    |                                             |             |  |  | Daily        |              |       |             |  |  |  |  |  |  |  |  |  |
|             |  |              | 55           |             |  |  |     |                         |                                                |                         |      |                    |                                             |             |  |  | 56           |              |       |             |  |  |  |  |  |  |  |  |  |
|             |  |              | 2.00<br>21.0 |             |  |  |     |                         | Time Over District.<br>Average Speed Per Hour. |                         |      |                    |                                             |             |  |  | 2.30<br>16.8 |              |       |             |  |  |  |  |  |  |  |  |  |

EASTBOUND TRAINS ARE SUPERIOR TO WESTBOUND TRAINS OF THE SAME CLASS  
No. 55 HAS RIGHT OF TRACK TO LYLE OVER No. 56

### SPECIAL RULES

- Trains will be governed by Pacific Standard Time.
- Switch at Northern Pacific Connection, City Limits, Portland, will be kept set and locked for Northern Pacific main line.
- At North Portland,—Spokane, Portland and Seattle trains will be governed by the position of the UPPER BLADES of Semaphore.
- Wye switches at North Portland will be kept set and locked for Northern Pacific main line.
- Junction switch at east end Columbia River Bridge, Vancouver, will be kept set and locked for Spokane, Portland and Seattle main line.
- All trains must come to a full stop two hundred (200) feet from draw spans of the Willamette, Oregon Slough and Columbia River Bridges, between North Portland and Vancouver. Engineers will then sound one long (—) blast of whistle for draw, and will not proceed until signaled ahead by flag-man on deck of draw span, which signal must be answered by engineer in usual manner.
- Trains will date from time due to leave terminals.  
Portland and Pasco are terminals for trains 1, 2, 3, and 4.  
Vancouver, Cliffs and Pasco are terminals for trains 75, 76, 201 and 202.  
Goldendale and Lyle are terminals for trains 55 and 56.
- SPEED RESTRICTIONS.**  
Maximum speed of passenger trains, forty-five (45) miles per hour.  
Within City Limits of Portland and Vancouver trains must not exceed eight (8) miles per hour.  
Speed of trains over draw spans of bridges between North Portland and Vancouver must not exceed ten (10) miles per hour.  
Over Long Trestles, and through Cape Horn Tunnel, passenger trains must not exceed twenty (20) miles, and freight trains ten (10) miles per hour.
- REGISTERING STATIONS:**  
Portland,  
North Portland,  
Vancouver,  
Cliffs,  
Pasco.
- STANDARD CLOCKS AND BULLETIN BOARDS:**  
Portland,  
Vancouver,  
Cliffs,  
Pasco.

### WATCH INSPECTORS

PORTLAND.....A. & C. Feldenheimer  
VANCOUVER.....Coovert & Carter  
PASCO.....D. B. Bryan

### SPUR TRACKS BETWEEN STATIONS

Coulters Spur.....1.5 miles East Ash  
Youmans Spur.....2.0 miles West Ash

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

| DISTRICT                        | Ruling Grade | CLASS OF ENGINE |              |
|---------------------------------|--------------|-----------------|--------------|
|                                 |              | F<br>350-352    | J<br>450-459 |
| Portland to Vancouver.....      | 1.0          | 800             | 1500         |
| 1st Dist.—Vancouver-Cliffs..... | .2           | 2000            | 2700         |
| 2nd Dist.—Cliffs-Pasco.....     | .2           | 2000            | 2700         |

### LOCATION OF TUNNELS

|       |                            |
|-------|----------------------------|
| No. 1 | 2.7 Miles West of Cruzatt  |
| " 2   | 1.7 " East of Cooks        |
| " 3   | 2. " " "                   |
| " 4   | 2.5 " " "                  |
| " 5   | 3.1 " " "                  |
| " 6   | 3.3 " " "                  |
| " 7   | 6.2 " " White Salmon       |
| " 8   | 6.5 " " "                  |
| " 9   | 6.9 " " "                  |
| " 10  | 2.1 " West of Lyle         |
| " 11  | .5 " East of Lyle          |
| " 12  | .8 " West of Timm          |
| " 13  | 1.0 Miles East of Plymouth |

H. S. McINTYRE,  
CHIEF DISPATCHER