

SPOKANE, PORTLAND & SEATTLE R'Y CO.

VANCOUVER DIVISION

TIME TABLE No. 33

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

SUNDAY, SEPTEMBER 13, 1914

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

F. A. BRAINERD, Superintendent
Vancouver, Wash.

L. B. WICKERSHAM, Asst. General Manager
Portland, Ore.

W. D. SCOTT, General Manager
Portland, Ore.

W. D. Scott
B.C.
SEP 12 1914

WEST BOUND				SECOND DISTRICT—FALLBRIDGE TO PASCO										EAST BOUND			
THIRD CLASS		FIRST CLASS			Car Capacity of Sittings	Distance from Spokane	Time Table No. 33		Distance from Portland	Water, Wyes, Turn Tables, and Scales.	FIRST CLASS			THIRD CLASS			
75		1	3	IN EFFECT SEPTEMBER 13, 1914							2	4		76			
Time Freight		Passenger	Passenger								Passenger	Passenger		Time Freight			
Daily		Daily	Daily	STATIONS							Daily	Daily		Daily			
L 5.55 AM		L 12.55 PM	L 1.50 AM	Yard	148.8	DN.....PASCO.....PA	230.7	WFTO	A 4.40 PM	A 2.20 AM		A 3.00 PM					
BETWEEN S. P. & S. JCT. & PASCO TRAINS WILL BE GOVERNED BY N. P. RY., PASCO DIV. TIME TABLE AND SPECIAL RULES																	
6.03		12.59	1.54		149.8	 S. P. & S. JUNCTION	229.7	J	4.36	2.16		2.48					
6.05		s 1.00	f 1.55	77	150.3	DN.....KENNEWICK.....KN	229.2		s 4.34	f 2.15		2.45					
6.24		f 1.08	⁴ 2.06	85	155.4	P.....FINLEY.....	224.1		f 4.23	³ 2.06		2.15					
6.39		s 1.14	2.12	95	159.6	D.....HOVER.....HV	219.9		f 4.14	1.58		1.55					
7.03		⁷⁶ f 1.25	2.21	95	166.1	N.....YELLEPIT.....PY	213.4	W	f 4.03	1.46		¹ 1.25					
7.22		f 1.33	2.27	92	171.3	TOMAR.....	208.2		f 3.55	1.38		12.50					
7.41		f 1.42	2.33	95	176.7	P.....MOTTINGER.....	202.8		f 3.45	1.28		12.22					
7.57		f 1.49	2.39	95	181.3	P.....BERRIAN.....	198.2		f 3.37	1.20		12.01 PM					
8.17		s 1.57	2.47	95	186.6	D.....PLYMOUTH.....MO	192.9	W	f 3.30	f 1.11		11.37					
8.31		f 2.03	2.53	95	190.6	LONGVIEW.....	188.9		f 3.23	1.04		11.15					
8.44		f 2.09	2.58	95	194.4	P.....COOLIDGE.....	185.1		f 3.17	12.58		10.57					
9.01		f 2.17	3.04	95	199.0	P.....PATERSON.....	180.5		f 3.10	12.50		10.33					
9.17		f 2.23	3.09	95	203.1	SAGE.....	176.4		f 3.04	12.43		10.12					
⁷⁶ 9.45		s 2.32	3.16	95	208.8	DN.....WHITCOMB.....Z	170.7	W	s 2.55	f 12.33		⁷⁵ 9.45					
10.10		f ² 2.43	3.25	95	215.4	P.....CARLEY.....	164.1		f ¹ 2.43	12.22		9.17					
		f 2.46		21	217.3	ALDERDALE.....	162.2		f 2.39								
10.31		f 2.53	3.33	95	221.6	P.....McCREDIE.....	157.9		f 2.33	12.12		8.53					
10.49		f 3.02	3.40	95	226.9	P.....MOONAX.....	152.6	W	f 2.25	12.02 AM		8.33					
11.10		s 3.11	f 3.47	95	232.8	D.....ROOSEVELT.....RE	146.7		s 2.15	s 11.52		8.10					
11.30		f 3.20	3.55	95	238.7	P.....SUNDALE.....	140.8		f 2.04	11.42		7.47					
11.50		f 3.27	4.02	92	244.3	N.....FOUNTAIN.....FA	135.5	W	f 1.55	11.35		7.25					
12.07 PM		f 3.36	4.09	95	248.9	P.....GOODNOE.....	130.6		f 1.47	11.29		7.06					
12.23		f 3.43	4.15	95	253.6	TOWAL.....	125.9		f 1.39	11.21		6.47					
12.50		f 3.54	f 4.25	180	260.6	D.....CLIFFS.....CF	118.9	WT	f 1.27	f 11.10		6.20					
² 1.18		s 4.02	f 4.33	94	265.2	D.....MARYHILL.....BU	114.3		⁷⁵ f 1.18	f 11.02		6.02					
A 2.00 PM		A 4.17 PM	A 4.46 AM	Yard	273.4	DN.....FALLBRIDGE.....BC	106.1	WFT	L 1.05 PM	L 10.50 PM		L 5.30 AM					
75		1	3						2	4		76					
Daily		Daily	Daily						Daily	Daily		Daily					
8.05 15.4		3.17 36.7	2.56 42.5			Time Over District. Average Speed Per Hour.			3.35 35.4	3.30 35.6		9.30 13.1					

EASTBOUND TRAINS ARE SUPERIOR TO
WESTBOUND TRAINS OF THE SAME CLASS

SPEED LIMIT

Passenger trains must not exceed fifty miles per hour on
any portion of the road.

Trains 2 and 4 will stop at all points to pick up passen-
gers for points Missoula and east on N. P. and Kallispell
and east on G. N. Trains 1 and 3 to let off passengers from
same territory.

DERAIL SWITCHES

Fallbridge—200 feet from each end house track.
Maryhill —200 feet from each end Industry track.
Maryhill —200 feet from east end house track.
Roosevelt—200 feet from each end Industry track.
Alderdale—200 feet from each end Industry track.
Whitcomb—200 feet from each end Industry track.
Patterson —200 feet from each end Industry track.
Plymouth —200 feet from each end Industry track.
Hover —200 feet from each end Industry track.
Kennewick—200 feet from each end Industry track.

WEST BOUND								FIRST DISTRICT—VANCOUVER TO FALLBRIDGE								EAST BOUND							
FOURTH CLASS		THIRD CLASS		FIRST CLASS				Car Capacity of Sidings	Distance from Spokane	Time Table No. 33 IN EFFECT SEPTEMBER 13, 1914		Distance from Portland	Water, Wyes, Turn Tables, and Scales.	FIRST CLASS				THIRD CLASS		FOURTH CLASS			
	201		75	1	7	5	3							6	2	8	4	76		202			
	Local Freight Mon., Wed. and Fri.		Time Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily							Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Time Freight Daily		Local Freight Tue., Thur. and Sat.			
	L 6.00 AM		L 3.00 PM	L 4.20 PM		L 5.15 AM	L 4.48 AM	Yard	273.4	DN	FALLBRIDGE	BC	106-1	WTF		A 1.00 PM	A 10.10 PM	A 10.45 PM	A 4.48 AM		A 3.55 PM		
	6.07		3.04	4.22		5.17	4.50		274.5		CELILLO WYE SWITCH		105 0	Y		12.57	10.05	10.42	4.30		3.50		
	6.20		3.12	4.26		f 5.22	4.56	94	276.7		VERY		102-8	W		f 12.54	f 10.00	10.38	4.23		3.42		
	6.40		3.28	4.33		f 5.32	5.04	82	281.1		SPEDIS		98-4			f 12.47	f 9.50	10.31	4.06		3.28		
	7.00		3.43	f 4.41		s 5.42	5.11	94	285.5	D	GRANDDALLS	GS	94-0			f 12.39	s 9.40	10.24	3.52		2.50		
	7.40		4.13	s 4.57	L 2.30 PM	s 6.00	f 5.27	95	294.2	DN	LYLE	YA	85-3	WT	A 11.50 AM	s 12.24	s 9.22	f 10.10	3.20		2.00		
				5.07	f 2.43	f 6.12			299.9		VILA	No Siding	79-6			f 11.37		f 9.09					
	8.40		5.16	s 5.16	s 2.52	s 6.22	f 5.44	94	303.9	DN	WHITE SALMON	SA	75-6			s 11.25	s 12.04 PM	s 9.00	f 9.52	2.44		1.15	
	9.00		5.38	5.21	s 2.59	s 6.27		19	306.9		UNDERWOOD		72-6			s 11.17		s 8.52				1.00	
	9.10		5.45	5.24	f 3.03	f 6.32	5.52	68	308.6	P	HOOD		70-9			f 11.13	11.57	f 8.48	9.45	2.27		12.52	
	9.45		6.05	5.34	s 3.14	s 6.42	6.00	94	313.7	DN	COOKS	KC	65-8	W		s 11.03	11.48	s 8.37	9.36	2.09		12.30 PM	
					f 3.23	f 6.51			317-8		COLLINS	No Siding	61-7			f 10.53		f 8.28					
	10.43		6.35	5.48	s 3.32	s 7.00	6.15	94	321-8	D	CARSON	AD	57-7			s 10.43	11.36	s 8.20	9.22	1.40		11.55	
	11.30		6.52	f 5.55	s 3.42	s 7.09	6.22	94	325-7	DN	STEVENSON	NS	53-8			s 10.34	11.30	s 8.11	9.15	1.25		11.30	
	11.55		7.10	6.03	f 3.52	f 7.20	6.30		330-7		CASCADES	No Siding	48-8	W		f 10.23	11.22	f 7.59	9.06	1.07		10.45	
	12.25 PM		7.47	6.13	f 4.05	s 7.32	6.41	94	336-7	N	BUTLER	B	42-8			f 10.10	11.14	s 7.47	8.57	12.45		10.10	
	12.50		8.10	6.22	f 4.16	f 7.43	6.50	93	341-7	P	PRINDLE		37-8			f 10.00	11.07	f 7.36	8.47	12.25		9.25	
					f 4.21	f 7.48			344-0		CAPE HORN	No Siding	35-5			f 9.55		f 7.31					
	1.10		8.38	6.31	f 4.28	f 7.55	6.59	110	347-3		MT. PLEASANT		32-2			f 9.48	10.59	f 7.25	8.38	12.02 AM		8.52	
	1.45		9.10	6.39	s 4.40	s 8.05	7.07	110	351-9	D	WASHOUGAL	WS	27-6	W		s 9.38	10.51	s 7.14	8.30	11.45		8.32	
	2.15		9.25	6.45	s 4.48	s 8.13	7.12	92	355-1	DN	CAMAS	MA	24-4			s 9.30	10.46	s 7.06	8.23	11.30		8.13	
					f 4.55	f 8.20			358-4		KIERNAN	No Siding	21-1			f 9.21		f 6.58					
	2.45		9.45	6.54	f 4.59	f 8.24	7.20	94	360-2	P	FISHER		19-3			f 9.17	10.39	f 6.54	8.16	11.07		7.20	
					f 5.06	f 8.31			363-0		ELLSWORTH	No Siding	16-5			f 9.10		f 6.42					
	3.05				f 5.09	f 8.33		15	364-0		IMAGE		15-5			f 9.08		f 6.40				6.53	
	3.10		10.05	7.02	5.11	8.35	7.29	94	365-0		McLAUGHLIN		14-5			9.06	10.32	6.38	8.08	10.50		6.50	
	A 3.30 PM		A 10.30 PM	A 7.10 PM	A 5.23 PM	A 8.45 AM	A 7.38 AM	Yard	369-5	DN	VANCOUVER	MX	10-0	WTFYO	L 8.55 AM	L 10.25 AM	L 6.30 PM	L 8.00 PM	L 10.30 PM		L 6.30 AM		

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

			A 7.45 PM	A 6.00 PM	A 9.25 AM	A 8.10 AM	Yard	379.5	DN.....PORTLAND.....X Hoyt Street Depot		WTF	L 8.20 AM	L 9.55 AM	L 6.00 PM	L 7.25 PM				
	201		75	1	7	5	3					6	2	8	4	76		202	
	Mon., Wed. and Fri.		Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily		Tue., Thur. and Sat.	
	9.30 10.1		7.30 12.8	2.50 34.3	2.53 26.1	3.30 27.5	2.50 34.3			Time Over District. Average Speed Per Hour.		2.55 25.8	2.35 36.9	3.40 26.3	2.45 34.9	6.18 15.2		9.25 10.2	

BETWEEN VANCOUVER AND FALLBRIDGE EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND TRAINS OF THE SAME CLASS

PASSENGER TRAINS MUST NOT EXCEED FIFTY MILES PER HOUR ON ANY PORTION OF THE ROAD

Trains 5, 6, 7 and 8 will stop on flag at Hamilton's Spur, Youmans Spur and Home Valley.

Trains 6 and 7 will stop on flag at Four Lakes and Swan-Haman Spur.

Trains 5 and 8 will stop on flag at Skadat.

Trains 2 and 4 will stop at all points to pick up passengers for points Missoula and east on N. P. and Kallispell and east on G. N., and trains 1 and 3 to let off passengers from same territory.

Train 2 will stop on flag at Stevenson for passengers for points east of Lyle.

Train 3 will stop on flag at Grand Dalles to let off passengers from Oregon Trunk points.

No. 1 will stop at any station west of Lyle to let off passengers from east of Lyle or from Goldendale branch.

Derail Switches—Mt. Pleasant, 200 feet from west end industry spur.
Stevenson, 250 feet from switch on mill spur.
Carson, 200 feet from west end industry spur.
Grand Dalles, 200 feet from each end house track.
Fallbridge, 200 feet from each end house track.

WEST BOUND							GOLDENDALE BRANCH							EAST BOUND						
FOURTH CLASS		SECOND CLASS		FIRST CLASS			Car Capacity of Sidings	Distance from Goldendale	Time Table No. 33			Distance from Lyle	Water, Coal, Wages, Turn Tables, and Scales.	FIRST CLASS			SECOND CLASS		FOURTH CLASS	
57				55					IN EFFECT SEPTEMBER 13, 1914					56					58	
Local Freight				Mixed										Mixed					Local Freight	
Tues., Thurs. and Saturday				Daily					STATIONS					Daily					Mon., Wed. and Friday	
L	8.30 AM					L	2.50 PM	94		D.....GOLDENDALE.....GD	41 6	WCY	A	2.30 PM				A	7.50 PM	
	8.55					s	3.05	27	6 3	CENTERVILLE.....	35 3		s	2.12					7.25	
	9.15					s	3.18	23	11 3	WARWICK.....	30 3	W	s	1.58					7.10	
	10.10					f	3.57	20	24 8	WAHKIAKUS.....	16 8		f	1.18					6.30	
	10.22					f	4.04	13	27 6	KLICKITAT.....	13 7	W ¾ ML West	f	1.10					6.20	
	10.37					f	4.13	15	31.0	PITT.....	10 6	W ¾ ML West	f	1.00					6.05	
	10.53					f	4.22	4	34 3	WRIGHTS.....	7 3		f	12.50					5.55	
A	11.25 AM					A	4.40 PM	100	41 6	DN.....LYLE.....YA		WY	L	12.30 PM				L	5.30 PM	
	Tues., Thurs. and Saturday						Daily							Daily					Mon., Wed. and Friday	
	57						55							56					58	
	2 55 14						1.50 23.0			Time Over District. Average Speed Per Hour.				2 00 20 5					2 20 18.0	

EASTBOUND TRAINS ARE SUPERIOR TO WESTBOUND TRAINS OF THE SAME CLASS. Exception—No. 57 is superior to 56
 No. 55 and 56 will stop on flag at Maddock's Place, one-half mile west of Wahkiakus.
 No. 57 and 58 will stop on flag at Maddock's Place, one half mile west of Wahkiakus, from May 1st to November 1st.
 No. 57 and 58 will carry passengers, stopping caboose at platform where necessary.

LOCATION OF TUNNELS

No. 1	2.7 Miles West of Prindle
" 2	1.7 " East of Cooks
" 3	2.0 " " "
" 4	2.5 " " "
" 5	3.1 " " "
" 6	3.3 " " "
" 7	6.2 " " White Salmon
" 8	6.5 " " "
" 9	6.9 " " "
" 10	7.7 " " "
" 11	.5 " East of Lyle
" 12	2.1 " East Fallbridge
" 13	1.0 Miles East of Plymouth
" 14	4.5 " West Farrington
" 15	2.0 " " "
" 16	3.5 " East " "
" 17	1.0 " West Kahlotus
" 18	4.0 " East Hooper
" 19	.2 " West Ft. Wright

SPUR TRACKS BETWEEN STATIONS

Blazier's Spur	1.0 mile East Prindle
Hamilton Creek Spur	2.4 mile West Cascades
Youman's Spur	2.0 miles West Carson
George's Spur	2.8 miles West Cook's
Swan-Haman Spur	1.2 miles East Vila
McBain's Siding	1.1 miles East Klickitat
Switzer's Spur	1.6 mile East Mottinger
Loney's Spur	0.8 miles West Ainsworth
Burr Canyon Spur	2.7 miles West Farrington
Stoner Spur	3.2 miles West Rodna
Nemour's Powder Spur	1 mile East Scribner
Hangman Spur	3.5 miles East Overlook

WATCH INSPECTORS

A. L. HAMAN, Chief Time Inspector	St. Paul, Minnesota
PORTLAND	A. & C. Feldenheimer
"	Al. W. Field
VANCOUVER	Covert & Carter
PASCO	H. W. Hull
SPOKANE	Geo. H. Doerr

F. C. BARRETT, Dispatcher
 E. B. ARTHUR, "
 R. E. WHITE, "
 H. M. HUSTON, Chief Dispatcher
 J. E. CHARLAND, Trainmaster
 1st and 2nd Districts
 VANCOUVER, WASH.

SPECIAL RULES

- (1) Trains will be governed by Pacific Standard Time.
- (2) Between Pasco and Ainsworth Jct. all trains will be handled under Block Card System, which will consist of a Clearance Card, form 1226, properly numbered and completed.
- (3) See rules on back of Clearance Cards, form No. 1226.
- (4) Trains will date from time due to leave terminals.
- (5) SPEED RESTRICTIONS.
 Within City Limits of Vancouver trains must not exceed eight (8) 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.
- (6) Switch at Ainsworth Junction will be kept set and locked for Spokane, Portland & Seattle Main Line.
- (7) Switch at Snake River Junction will be kept set and locked for Spokane, Portland & Seattle main line.
- (8) Switch at Junction Switch will be kept set and locked for line to Marshall Junction N. P.
- (9) Switch at Marshall Junction N. P. governed by Marshall Interlocking Signals and Rules.
- (10) A telephone has been installed at Ainsworth Junction. All Northern Pacific trains from Walla Walla Branch will obtain clearance from Dispatcher before using Spokane, Portland & Seattle track, and all eastbound trains will report their arrival there when instructed by Dispatcher.
- (11) All westbound trains will come to full stop between 200 and 400 feet from Snake River Jct. and Ainsworth Jct., and know the way is clear before proceeding.
- (12) REGISTERING STATIONS.
 Portland, Pasco,
 Vancouver, Snake River,
 Fallbridge, Spokane.
- (13) STANDARD CLOCKS AND BULLETIN BOARDS.
 Portland, Pasco,
 Vancouver, Lamont,
 Lyle, Spokane,
 Fallbridge,

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

DISTRICT	Ruling Grade	CLASS OF ENGINE			
		A 1 1-5 7-8	D 1 100-109	N 2 356-364	F 1 460-464
Portland to Vancouver	.5	1752	1900	2139	1879
Vancouver to Portland	.0	3062	3360	3775	3319
Vancouver-Pasco	.2		3031	3409	3000
Pasco-Lamont	.4		2031	2281	2009
Lamont-Spokane	1.2		2181	2444	2154
Spokane-Lamont	1.2		2181	2444	2154
Lamont-Vancouver	Down		4068	4600	4424

SPEED TABLE

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.

COMPANY SURGEONS

DR. E. B. McDANIEL, Chief Surgeon	Portland
DR. R. C. McDANIEL, Asst. Surg.,	Portland
DR. R. D. WISWALL, Local Surgeon	Vancouver
DR. R. L. SMITH, " "	Washougal
DR. T. C. AVARY, " "	Stevenson
DR. H. H. HARTLEY, " "	Goldendale
DR. F. BARTEAU, " "	Fallbridge
DR. J. P. DRISCOLL, " "	Pasco
DR. J. W. SHERFEY, " "	Washtucna
DR. A. W. VANKIRK, " "	Lamont
DR. E. R. NORTHPROP, " "	Spokane

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
"	- - -	Wrecker
COOKS	- - -	Station
LYLE,	- - -	Station
FALLBRIDGE	- - -	Station
"	- - -	Wrecker
WHITCOMB	- - -	Station
PASCO,	- - -	Baggage Room
Snake River	- - -	Station
WASHTUCNA	- - -	Station
LAMONT,	- - -	Station

O. J. DAVID, Dispatcher
 H. JACKSON, "
 B. L. SPERRY, Chief Dispatcher
 R. C. WEGNER, Trainmaster
 3rd District
 SPOKANE, WASH.