

SPOKANE, PORTLAND & SEATTLE R'Y CO.

VANCOUVER DIVISION

TIME TABLE No. 39

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

SUNDAY, JUNE 2, 1918

**SUPERSEDING TIME TABLE NO. 38 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY**

R. C. WEGNER, Superintendent

H. M. HUSTON, Supt. Car Service

A. J. DAVIDSON, General Superintendent

WESTWARD

THIRD SUB-DIVISION—BETWEEN SPOKANE AND PASCO

EASTWARD

FOURTH CLASS				3rd CLASS	SECOND CLASS		FIRST CLASS				Car Capacity Passenger Trucks Other Trucks Distance from Spokane	Time Table No. 39 IN EFFECT JUNE 2, 1918	Distance from Portland Water, Fuel, Wyes, Turn Tables, Scales	FIRST CLASS				SECOND CLASS		THIRD CLASS		FOURTH CLASS			
354	356	908	75		379		348	350	3	1				2	4	347	349		380	76	602	355	907		
N. P. Mixed	N. P. Mixed	N. P. Freight	Time Freight		N. P. Mixed		N. P. Passenger	N. P. Passenger	S. P. S. Passenger	S. P. S. Passenger			S. P. S. Passenger	S. P. S. Passenger	N. P. Passenger	N. P. Passenger	N. P. Mixed	S. P. S. Time Freight	N. P. Time Freight	N. P. Mixed	N. P. Freight				
Mon., Wed. Friday	Tue. Thur. Sat.	Daily	Daily		Daily		Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily				
			L 5.45 PM							18.25 AM	Yrd	DN.....SPOKANE.....SF N. P. Depot 8.7	377.5	WTG	A 6.45 AM						A 6.35 AM				
ON N. P. RY. BETWEEN MARSHALL JUNCTION N. P. AND SPOKANE, TRAINS WILL BE GOVERNED BY N. P. RY., IDAHO DIV. TIME TABLE AND SPECIAL RULES																									
			A 6.29 PM							A 8.50 AM	8.7	DN-MARSHALL JCT. N.P. MR	368.8	WTG	L 6.21 AM						L 5.51 AM				
			VIA N. P.							L 8.30 PM	VIA N. P.	Yrd	DN.....SPOKANE.....F G. N. Depot 2.3	379.5	WTG	VIA N. P.	A 9.15 PM				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 SPECIAL RULES																									
			VIA N. P.							8.38	VIA N. P.	2.3	DN-FORT WRIGHT.....FW	377.2		VIA N. P.	9.05				VIA N. P.				
			VIA N. P.							8.52	VIA N. P.	8.1	P.....OVERLOOK.....	371.4		VIA N. P.	8.52				VIA N. P.				
			6.30							8.59	8.51	11.0	..... MARSHALL	368.5		6.20	8.44				5.50	A 9.05 AM		
			6.34							9.01	8.52	11.7	..... JUNCTION SWITCH	367.8		6.19	8.43				5.41	8.54		
			6.35							9.02	8.53	12.1	P..... SCRIBNER	367.4		6.18	8.42				5.40	8.53			
			7.09							f 9.14	f 9.05	12.13	D.....SOUTH CHENEY.....CH	360.3	W	f 6.06	f 8.27				4.55	8.20			
			7.35							9.22	f 9.13	12.24	P..... MOCK	354.8		5.57	f 8.16				4.20	8.00			
			8.05							f 9.31	f 9.21	12.29	DN..... AMBER	349.7	W	f 5.48	8.05				3.45	7.38			
			8.30							9.41	f 9.31	12.35	P..... RODNA	343.9		5.36	f 7.53				3.05	7.10			
			9.00							9.55	9.45	12.41	DN..... LAMONT	335.4	WCT	5.21	7.37				2.15	6.35			
			9.15							10.05	f 9.57	12.50	P..... ROCKWELL	329.4		5.09	f 7.23				12.45	5.50			
			10.15							f 10.15	f 10.06	12.56	D..... MACALL	323.4	W	f 4.58	f 7.13				12.10 AM	5.25			
			10.43							10.25	f 10.16	12.57	P..... LANTZ	317.1		6.02	4.47	f 7.01			11.45	4.47			
			11.10							f 10.35	10.26	12.58	DN..... BERGE	311.2	W	f 4.37	6.49				11.10	4.05			
			11.35							10.43	10.35	12.59	P..... ANKENY	305.6		4.27	6.38				10.43	3.38			
			11.55							10.51	f 10.44	13.04	P..... HOOPER	300.1	W	4.17	f 6.27				10.08	3.12			
			12.15 AM							10.59	10.53	13.05	P..... GREGOR	294.4		4.07	6.15				9.40	2.45			
			12.27							f 11.04	10.59	13.08	DN..... WASHTUCNA	291.4	WCT	4.02	6.10				9.27	2.30			
			12.52							11.15	f 11.09	13.09	P..... McADAM	285.0		3.50	f 5.56				8.57	1.55			
			1.23							f 11.24	11.21	13.10	DN..... KAHLOTUS	277.5	W	f 3.38	5.43				8.26	1.23			
			1.35							11.31	11.26	13.11	P..... MONUMENT	274.6		3.32	5.34				8.13	12.55			
			2.00							11.42	f 11.37	13.12	P..... FARRINGTON	268.7	W	3.21	f 5.25				7.45	12.22 AM			
			2.23							11.53	11.48	13.13	P..... BURR	262.6		3.10	5.13				7.17	11.53			
			2.45							12.04 AM	11.58	13.14	..... SNAKE RIVER JCT.	256.9		2.58	5.02				6.51	11.22		
			2.57							12.05	11.59	13.15	DN..... SNAKE RIVER	256.7	W	2.57	5.01				6.50	11.21			
			3.17							12.15	f 12.09 PM	13.16	P..... PAGE	251.0		2.48	f 4.50				6.30	11.03			
			3.38							12.25	f 12.20	13.17	P..... LEVEY	244.6	W	2.38	f 4.39				6.07	10.44			
			4.03							12.36	12.30	13.18	P..... MARTINDALE	238.1		2.28	4.28				5.43	10.22			
L 2.00 PM	L 11.50 AM	L 1.35 AM	4.20				L 9.05 PM	L 4.05 PM		12.43	12.37	13.19	P..... AINSWORTH JCT.	233.6		2.21	4.20	A 12.07 PM	A 7.40 AM		5.30	10.09	A 3.10 AM	A 11.30 PM	
A 2.10 PM	A 1.59 AM	A 1.45 AM	4.30 AM				A 9.15 PM	A 4.15 PM		12.50 AM	12.45 PM	Yrd	DN..... PASCO	230.7	WCT	L 2.15 AM	L 4.15 PM	L 12.01 PM	L 7.30 AM		L 11.00 AM	L 5.20 PM	L 10.00 PM	L 3.00 AM	L 11.15 PM
354	356	908	75		379		348	350	3	1				2	4	347	349		380	76	602	355	907		
Mon., Wed. Friday	Tue. Thur. Sat.	Daily	Daily		Daily		Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily Ex. Sunday	Daily		
0.10	.09	0.10	10.45		1.11		0.10	0.10	4.20	4.20				4.30	5.00	0.06	0.10		0.50	13.15	11.05	0.10	0.15		
17.4	18.6	17.4	13.9		22.1		17.4	17.4	34.3	34.2				32.6	29.8	29.0	17.4		31.3	11.2	12.4	17.4	12.0		

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS
BETWEEN PASCO AND AINSWORTH JCT. ALL TRAINS WILL BE HANDLED UNDER BLOCK CARD SYSTEM. SEE TIME TABLE RULES 6 AND 7

All Northern Pacific trains using S. P. & S. Ry. track between Ainsworth Junction and Marshall Junction will be governed by S. P. & S. Ry. Vancouver Division time table and special rules.

Derail switches located as follows, 200 ft. from head block of west switch: Burr, Burr Canyon, Farrington, Monument, Gregor, Hooper, Ankeny, Lantz, Rockwell; also Lamont passing track and lead and industry spur at Page and Nemours Powder Spur. Helper District between Spokane and Mock.

Derail switches also located 200 feet from east switch industry track. So. Cheney and east switch passing track Scribner and Overlook, and east switch house track Kahlotus, and west switch Farmers Union Spur at Snake River, and industry track Levey and Loney's Spur. Train 2 will stop at Marshall to discharge passengers only.

Trains 2 and 4 will stop at all points to pick up passengers for points Missoula and east on N. P. and Kalispell and east on G. N. and trains 1 and 3 to let off passengers from same territory. Trains must not exceed Time Table schedule time between Farrington and Snake River Jct.

WESTWARD				SECOND SUB-DIVISION—BETWEEN PASCO AND FALLBRIDGE										EASTWARD			
THIRD CLASS		FIRST CLASS			Car Capacity		Distance from Spokane	Time Table No. 39			Distance from Portland	Water, Fuel, Wyes, Turn Tables, and Scales.	FIRST CLASS			THIRD CLASS	
	75		1	3	Passing Tracks	Other Tracks		IN EFFECT JUNE 2, 1918					4	2		76	
Time Freight		Passenger	Passenger					STATIONS					Passenger	Passenger		Time Freight	
Daily		Daily	Daily										Daily	Daily		Daily	
L 5.55 AM		L 12.50 PM	L 12.55 AM		Yard	148.8	DN.....PASCO.....PA	230.7	WCTOY	A 4.10 PM	A 2.10 AM		A 3.30 PM				
BETWEEN S. P. & S. JCT. & PASCO TRAINS WILL BE GOVERNED BY N. P. RY., PASCO DIV. TIME TABLE AND SPECIAL RULES																	
6.03		12.54	12.59			149.8	.....S. P. & S. JUNCTION.....	229.7		4.05	2.05		3.18			
6.05	s	12.55	f 1.00	84	15	150.3	DN.....KENNEWICK.....KN	229.2	s	4.04	f 2.03		3.15				
6.24	f	1.03	1.07	83	14	155.4	P.....FINLEY.....	224.1	f	3.55	1.55		2.55				
6.39	f	1.10	1.13	93	14	159.6	D.....HOVER.....HV	219.9	f	3.48	1.49		2.40				
7.03	f	1.20	1.22	93		166.1	N.....YELLEPIT.....PY	213.4	W	f 3.38	1.39		2.16				
7.20	f	1.28	1.31	90		171.3	P.....TOMAR.....	208.2	f	3.30	1.31		1.58				
7.40	f	1.37	1.40	93		176.7	P.....MOTTINGER.....	202.8	f	3.21	1.22		1.37				
7.55	f	1.44	1.47	92		181.3	P.....BERRIAN.....	198.2	f	3.14	1.13		1.10				
8.15	f	1.52	1.55	93	9	186.6	D.....PLYMOUTH.....MO	192.9	W	f 3.06	f 1.05		12.48				
8.30	f	1.58	2.01	93		190.6	P.....LONGVIEW.....	188.9	f	2.59	12.57		12.32				
8.43	f	2.05	2.06	93		194.4	P.....COOLIDGE.....	185.1	f	2.53	12.50		12.17 PM				
9.00	f	2.12	2.13	92	10	199.0	P.....PATERSON.....	180.5	f	2.46	12.42		11.58				
9.15	f	2.18	2.19	93		203.1	.....SAGE.....	176.4	f	2.39	12.35		11.40			
9.35	s	2.30	2.28	93	13	208.8	DN.....WHITCOMB.....Z	170.7	W	s 2.30	f 12.25		11.17				
10.00		2.41	2.33	93		215.4	P.....CARLEY.....	164.1		2.17	12.13		10.50				
	f	2.44		15		217.2	P.....ALDERDALE.....	162.3	f	2.14	f 12.10						
10.25	f	2.51	2.47	93		221.6	P.....McCREDIE.....	157.9	f	2.06	12.02 AM		10.25				
10.45	f	3.00	2.55	93		226.9	P.....MOONAX.....	152.6	W	f 1.57	11.53		10.07				
11.07	s	3.09	f 3.04	92	39	232.8	D.....ROOSEVELT.....RE	146.7	s	1.45	s 11.43		9.47				
11.30	f	3.18	3.13	92	20	238.7	P.....SUNDALE.....	140.8	f	1.34	11.33		9.27				
11.50	f	3.27	3.21	92		244.0	N.....FOUNTAIN.....FA	135.5	W	f 1.24	11.24		9.08				
12.09 PM	f	3.35	3.28	92		248.9	P.....GOODNOE.....	130.6	f	1.15	11.16		8.52				
12.27	f	3.42	3.35	93		253.6	P.....TOWAL.....	125.9	f	1.07	11.07		8.35				
12.53	f	3.54	3.46	197	17	260.6	P.....CLIFFS.....	118.9	W	f 12.53	10.56		8.12				
1.15	s	4.02	f 3.53	92	34	265.2	D.....MARYHILL.....BU	114.3	s	12.45	f 10.47		7.55				
A 1.45 PM	A	4.17 PM	A 4.05 AM	Yard		273.4	DN.....FALLBRIDGE.....BC	106.1	WCTOY	L 12.30 PM	L 10.35 PM		L 7.25 AM				
75		1	3							4	2		76				
Daily		Daily	Daily							Daily	Daily		Daily				
7.50 15.9		3.27 26.1	3.10 29.3				Time Over District. Average Speed Per Hour.				3.40 33.9	3.35 34.6		8.05 15.4			

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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. Trains 1 and 3 to let off passengers from same territory.

No. 2 will stop at Goodnoe on Saturdays to let off passengers from Portland.

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.
Sundale —200 feet from each end Industry 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.

4		WESTWARD										FIRST SUB-DIVISION—BETWEEN FALLBRIDGE AND VANCOUVER										EASTWARD									
FOURTH CLASS		THIRD CLASS		FIRST CLASS				Car Capacity		Distance from Spokane	Time Table No. 39		Distance from Portland	Water, Fuel, Wyes, Turn Tables, and Scales.	FIRST CLASS				THIRD CLASS		FOURTH CLASS										
	201		75	1	7	5	3	Passing Tracks	Other Tracks		IN EFFECT JUNE 2, 1918				6	4	8	2	76		202										
	Local Freight		Time Freight	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger			Time Freight	Local Freight	Passenger	Passenger	Passenger	Passenger	Time Freight		Mon., Wed. and Fri.								
	Sun., Tues. and Thurs.		Daily	Daily	Daily	Daily	Daily				STATIONS			Daily	Daily	Daily	Daily	Daily													
	L 6.25 AM		L 2.45 PM	L 4.20 PM		L 5.35 AM	L 4.15 AM		Yard	273.4	DN FALLBRIDGE BC	106.1	WTCO		A 12.25 PM	A 9.55 PM	A 10.30 PM	A 6.25 AM		A 3.55 PM											
	6.28		2.50	4.22		5.37	4.18			274.5	CELILLO WYE SWITCH	105.0	Y		12.23	9.50	10.26	6.20		3.50											
	6.35		3.00	4.26		5.42	4.22	93	48	276.7	2.2	102.8	W		f 12.18	f 9.45	10.22	6.10		3.39											
	6.50		3.18	4.33		5.52	4.30	80		281.1	4.4	98.4			f 12.11	f 9.35	10.14	5.52		3.18											
	7.05		3.35	4.41		6.02	4.38	93	22	285.5	4.4	94.0			f 12.04 PM	s 9.27	10.07	5.30		2.50											
	7.45		4.13	4.57	L 2.30 PM	s 6.20	f 4.54	94	130	294.2	8.7	85.3	WTC	A 11.10 AM	s 11.50	s 9.08	f 9.52	4.54		2.10											
				5.07	f 2.43	f 6.31	5.04			299.9	5.7	79.6			f 10.57	11.38	f 8.57	9.42													
	8.25		5.16	5.16	s 2.52	s 6.43	f 5.12	93	40	303.9	4.0	75.6			s 10.47	s 11.30	s 8.47	s 9.35	4.00		1.15										
	8.37		5.38	5.21	s 2.59	s 6.50			20	306.9	3.0	72.6			s 10.40		s 8.37				1.00										
	8.45		5.45	5.24	f 3.03	f 6.54	5.21	96	8	308.6	1.7	70.9			f 10.35	11.22	f 8.32	9.27	3.43		12.50										
	9.00		6.02	5.34	s 3.14	s 7.05	5.30	92	31	313.7	5.1	65.8	W		s 10.23	11.13	s 8.20	9.18	3.25		12.30 PM										
					f 3.23	f 7.14				317.3	4.1	61.7			f 10.13		f 8.12														
	9.30		6.31	5.48	s 3.32	s 7.23	5.45	93	5	321.8	4.0	57.7	W		s 10.03	11.01	s 8.03	9.04	2.54		11.55										
	9.53		6.45	5.55	s 3.42	s 7.32	5.53	93	56	325.7	3.9	53.8			s 10.55	s 7.55	8.57	2.39		11.35											
	10.47		7.03	6.03	f 3.52	f 7.43	6.02	62	10	330.7	5.0	48.8	W		f 10.42	7.43	8.48	2.21		11.10											
	11.15		7.30	6.13	f 4.05	s 7.56	6.13	93	19	336.7	6.0	42.8			f 10.37	s 7.30	8.38	1.59		10.37											
	11.40		7.53	6.22	f 4.16	f 8.07	6.22	92	10	341.7	5.0	37.8			f 10.30	7.20	8.29	1.40		10.05											
					f 4.21	f 8.12				344.0	2.3	35.5			f 10.08		f 7.13														
	12.07 PM		8.20	6.31	f 4.28	f 8.20	6.33	118	4	347.3	3.3	32.2			f 10.59	10.22	f 7.05	8.20	1.19		9.30										
	12.28		8.37	6.39	s 4.40	s 8.31	6.41	118	32	351.9	4.6	27.6	W		s 10.48	10.16	s 6.55	8.12	1.05		9.03										
	12.45		8.50	6.45	s 4.48	s 8.41	6.47	93	75	355.1	3.2	24.4			s 10.41	10.11	s 6.45	8.06	12.53		8.41										
					f 4.55	f 8.50				358.7	3.6	20.8			f 10.32		f 6.35														
	1.12		9.10	6.54	f 4.59	s 8.54	6.56	93	4	360.2	1.5	19.3			s 10.28	10.04	s 6.30	7.58	12.36		7.50										
					f 5.06	f 9.00				363.0	2.8	16.5			f 10.21		f 6.22														
	1.37				f 5.09	f 9.02				364.0	1.0	15.5			f 10.19		f 6.20				7.36										
	1.42		9.27	7.02	5.11	9.05	7.05	93		365.0	1.0	14.5			8.17	9.58	6.17	7.50	12.20		7.32										
	A 2.00 PM		A 9.45 PM	A 7.10 PM	A 5.23 PM	A 9.15 AM	A 7.13 AM		Yard	369.5	4.6	10.0	WTCO	L 8.07 AM	L 9.50 AM	L 6.05 PM	L 7.42 PM	L 12.01 AM		L 7.13 AM											
											10.0																				

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

201		75		1	7	5	3	Yard		379.5	PORTLAND		OW	WTCO		6	4	8	2	76	202	
Sun., Tues. and Thurs.		Daily		Daily	Daily	Daily	Daily				Hoyt Street Depot					Daily	Daily	Daily	Daily	Daily	Mon., Wed. and Fri.	
7.35		7.00	2.50	2.53	3.40	2.58					Time Over District.					3.03	2.35	3.50	2.48	6.24	9.25	
12.7		13.7	33.9	26.1	26.3	32.4					Average Speed Per Hour.					24.7	36.9	25.1	34.3	15.0	10.2	

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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—Ellsworth, 200 feet from each end industry track.
Washougal, 200 feet from west end industry track.
Mt. Pleasant, 200 feet from west end stock yard spur.
Dopp's Spur, 200 feet from west end spur.
Stevenson, 600 feet from switch on Lindis spur.
Carson, 200 feet from west end industry spur.
Home Valley, 200 feet from east end industry track.
Lyle, 150 feet from west end Union Meat Co. spur.
Granddalles, 200 feet from each end house track.
Fallbridge, 200 feet from each end house track.

6 LOCATION AND LENGTH OF TUNNELS

No.	Location	Length
1	2.9 miles west of Prindle	2389 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 White Salmon	1164 feet
8	7.5 miles east of White Salmon	755 feet
9	7.7 miles east of White Salmon	392 feet
10	7.9 miles east of White Salmon	575 feet
11	0.6 miles east of Lyle	269 feet
12	2.1 miles east of Fallbridge	375 feet
13	1.1 miles east of Plymouth	699 feet
14	4.7 miles west of Farrington	203 feet
15	2.1 miles west of Farrington	323 feet
16	3.6 miles east of Farrington	2494 feet
17	0.9 miles west of Kahlotus	2220 feet
18	3.8 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
Blazier's Spur	38.3	7	East end	Not pass. stop
St. Cloud	39.8	8	West end	5, 6, 7, 8
Dopp's Spur	43.8	8	West end	6, 7
Hamilton Creek Spur	46.5	7	East end	5, 6, 7, 8
Finn's Spur	48.7	70	East end	Not pass. stop
Rand's Spur	51.0	5	West end	5, 6, 7, 8
Youman's Spur	56.1	3	East end	5, 6, 7, 8
Home Valley	59.3	5	East end	5, 6, 7, 8
Sepsecan	63.1	19	West end	5, 6, 7, 8
Swan-Haman Spur	81.6	18	West end	5, 6, 7, 8
Loney's Spur	232.9	3	East end	Not pass. stop
Pasco Un. Stk. Yd. Spur	233.2	27	West end	Not pass. stop
Burr Canyon Spur	265.9	7	West end	Not pass. stop
Stoner Spur	340.0	25	West end	Not pass. stop
Nemour's Powder Spur	368.6	56	West end	Not pass. stop
Moorehouse Spur	12.6	2	East end	55-56
McBain's	14.7	9	West end	Not pass. stop
Maddock's	16.1			55-56

JUNCTIONS

NAME	Miles from Portland	Switch at
N. P. Ry., G. N. Ry. and O. W. R. & N. Co.	10.0	
Washington Northern Ry.	38.3	
Hamilton Creek Lumber Co.	46.5	
Fourth Subdivision	85.3	
Oregon Trunk Ry.	106.1	
Northern Pacific Ry.	229.7	
Northern Pacific Ry.	230.7	
Northern Pacific Ry.	233.6	
Northern Pacific Ry.	256.9	
Connection to N. P. Ry.	367.8	
Northern Pacific Ry.	368.8	
Great Northern Ry.	377.2	

YARDS

Vancouver, Lyle, Fallbridge, Pasco, Lamont.

L. S. NELSON, Dispatcher
E. B. ARTHUR, Dispatcher
F. C. BARRETT, Dispatcher
R. E. WHITE, Chief Dispatcher, Vancouver

SPECIAL RULES

- No. 1. Special rules supersede rules and regulations of transportation department.
- No. 2. Trains will date from time due to leave initial stations.
- No. 3. **REGISTERING STATIONS**
Portland, Vancouver, Fallbridge, Pasco, Spokane, Goldendale, Klickitat.
Lyle for trains Nos. 6, 7, 55, 56, 57 and 58.
- No. 4. **STANDARD CLOCKS AND BULLETIN BOARDS**
Portland, Vancouver, Lyle, Fallbridge, Pasco, Spokane.
- No. 5. 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.
- No. 6. See rules on back of Clearance Cards, form No. 1226.
- No. 7. **SPEED RESTRICTIONS**
Maximum speed of passenger trains at any point must not exceed fifty (50) miles per hour and freight trains must not exceed thirty (30) miles per hour, except on Fourth Sub-Division, between Goldendale and Lyle, passenger trains must not exceed twenty-five (25) miles per hour and freight trains twenty (20) miles per hour.
Over Long Trestles and through Tunnel No. 1, passenger trains must not exceed twenty (20) miles and freight trains ten (10) miles per hour.
All trains will reduce speed to ten (10) miles per hour passing Snake River Gravel Pit between Snake River Junction and Burr.
Within City Limits of Vancouver trains must not exceed eight (8) miles per hour.
All trains reduce speed to fifteen (15) miles per hour between overhead bridge west of depot and first crossing east of depot at Washougal and twenty (20) miles per hour through Cana.
Freight trains must not exceed fifteen (15) miles per hour pulling over crossovers Fallbridge yard.
- No. 8. Switch at Ainsworth Junction will be kept set and locked for Spokane, Portland & Seattle main line.
- No. 9. Switch at Snake River Junction will be kept set and locked for Spokane, Portland & Seattle main line.
- No. 10. Switch at Junction Switch will be kept set and locked for line to Marshall Junction N. P.
- No. 11. Switch at Marshall Junction N. P. governed by Marshall Interlocking Signals and Rules.
- No. 12. 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 eastward trains will report their arrival there when instructed by Dispatcher.
- No. 13. All westward 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.
- No. 14. **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"
Vancouver-Spokane	20'	20'	19' 6"	19' 6"	19' 6"	19'	19'	18' 6"	18'	18'	17' 6"
Lyle-Goldendale	20'	20'	19' 6"	19' 6"	19' 6"	19'	19'	18' 6"	18'	18'	17' 6"

Conductors must be absolutely positive that loads do not exceed these dimensions and must not move cars of greater dimensions without instructions from Superintendent.

- No. 15. 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.
- No. 16. Trainmen and enginemen must see that the movable bridge crossing track of Finn's Spur, connecting two platforms of the Fir Lumber Manufacturing Co. is raised and securely fastened before using this spur or coupling onto cars which may be spotted east of this bridge. This bridge, when lowered, will not clear a man on a flat car.

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

DISTRICT	Ruling Grade	ENGINE							
		A 1 1-5 7-8	D 1 100-109	D 5 M 1 156-200	N 2 355-364	F 1 Non-Superheat 450-464	F 1 S Superheat 450-464	C 1 600-609	
Portland to Vancouver	.5	1717	1900	976	2139	1879	1979	1164	
Vancouver-Pasco	.2		3031	1556	3409	3000	3200	1899	
Pasco-Lamont	.4		2031		2009	1850	2009	1248	
Lamont-Marshall	.4		2031		2009	1850	2009	1343	
Marshall-Parkwater	1.0		1181		1279	1114	1214	600	
Marshall-Fort Wright	.8		1086		1239	1069	1169	638	
Fort Wright-Marshall	.9		1110		1110	925	1025	615	
Parkwater-Marshall	1.2		891		1014	879	979	513	
Marshall-Lamont	.4		2031		2009	1850	2009	1343	
Lamont-Vancouver	Down		4468	2251	4600	4424	4524	2908	
Vancouver-Portland	.2	3002	3360	1718	3775	3319	3419	2108	
Lyle-Goldendale				285					

COMPANY SURGEONS

DR. E. B. McDANIEL, Chief Surgeon Portland
DR. R. C. McDANIEL, Asst. Surg., Portland
DR. R. D. WISWALL, Local Surgeon Vancouver
DR. F. C. PRICE " " Washougal
DR. T. C. AVARY " " Stevenson
DR. H. H. HARTLEY " " Goldendale
DR. J. P. DRISCOLL " " Pasco
DR. A. L. VICTOR " " Washtucna
DR. E. R. NORTHROP " " Spokane

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

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.

WATCH INSPECTORS

A. L. HAMAN, Chief Time Insp'tor, ST. PAUL, MINN.
A. & C. Feldenheimer PORTLAND
Al. W. Field " "
Covert & Carter VANCOUVER
H. W. Hull PASCO
Geo. H. Doerr SPOKANE

J. Z. STANSBERRY
J. E. CHARLAND
Trainmasters