

United States Railroad Administration

WALKER D. HINES, Director General of Railroads

SPOKANE, PORTLAND & SEATTLE RAILROAD

VANCOUVER DIVISION

TIME TABLE No. 44

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

SUNDAY, JUNE 1, 1919

**SUPERSEDING TIME TABLE No. 43 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

R. C. WEGNER, Superintendent

H. M. HUSTON, Supt. Car Service

E. E. LILLIE, Asst. General Manager

A. J. DAVIDSON, Federal Manager

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. 44			Distance from Portland	Water, Fuel, Wyse, Turn Tables, and Scales.	FIRST CLASS			THIRD CLASS			
75		1		3		Passing Tracks		Other Tracks	IN EFFECT JUNE 1, 1919				4		2		76		
Time Freight		Passenger		Passenger									Passenger		Passenger		Time Freight		
Daily		Daily		Daily					STATIONS				Daily		Daily		Daily		
L 5.40 AM		L 12.45 PM		L 11.30 AM		Yard	148.8	DN.....PASCO.....PA	230.7	WCTOY	A 3.55 PM	A 2.00 AM	A 3.25 PM						
BETWEEN S. P. & S. JCT. & PASCO TRAINS WILL BE GOVERNED BY N. P. RY., PASCO DIV. TIME TABLE AND SPECIAL RULES																			
5.48		12.49	11.34			149.8	 S. P. & S. JUNCTION 0.5			229.7		3.51	1.55		3.15				
5.50		f 12.50	s 11.35	84	15	150.3	DN.....KENNEWICK.....KN 5.1			229.2	s	3.50	f 1.53		3.13				
6.08		12.59	f 11.43	83	14	155.4	P.....FINLEY 4.2			224.1	f	3.40	1.45		2.51				
6.21		1.07	f 11.50	93	14	159.6	D.....HOVERHV 6.5			219.9	f	3.32	1.38		2.35				
6.41		1.17	f 11.59	93		166.1	N.....YELLEPITPY 5.2			213.4	W	f 3.22	1.28		2.12				
6.57		1.26	f 12.08 PM	90		171.3	P.....TOMAR 5.4			208.2	f	3.13	1.20		1.55				
7.13		⁷⁶ 1.35	f 12.17	93		176.7	P.....MOTTINGER 4.6			202.8	f	3.04	1.12		¹ 1.35				
7.28		1.42	f 12.25	92		181.3	P.....BERRIAN 5.3			198.2	f	2.57	1.05		1.05				
7.43		1.51	⁷⁶ f 12.34	93	9	186.6	D.....PLYMOUTHMO 4.0			192.9	W	f 2.48	f 12.56		³ 12.34				
7.56		1.57	f 12.41	93		190.6	P.....LONGVIEW 3.8			188.9	f	2.41	12.50		12.13				
8.07		2.03	f 12.47	93		194.4	P.....COOLIDGE 4.6			185.1	f	2.34	12.44		12.01 PM				
8.21		2.10	f 12.54	92	10	199.0	P.....PATERSON 4.1			180.5	f	2.27	12.37		11.45				
8.35		⁴ 2.20	f 1.00	93		203.1	SAGE 5.7			176.4	f	¹ 2.20	12.30		11.31				
8.55		2.30	s 1.09	93	13	208.8	DN.....WHITCOMBZ 6.6			170.7	W	s 2.11	f 12.22		11.12				
9.22		2.41	1.19	93		215.4	P.....CARLEY 1.8			164.1		1.59	12.12		10.50				
			f 1.22		15	217.2	P.....ALDERDALE 4.4			162.3	f	1.56	f 12.08						
9.45		2.51	f 1.29	93		221.6	P.....McCREDIE 5.3			157.9	f	1.48	12.02 AM		10.29				
⁷⁶ 10.10		3.00	f ⁴ 1.40	93		226.9	P.....MOONAX 5.9			152.6	W	f ³ 1.40	11.54		⁷⁵ 10.10				
10.35		f 3.10	s 1.51	92	39	232.8	D.....ROOSEVELTRE 5.9			146.7	s	1.29	s 11.45		9.50				
10.59		3.19	f 2.01	92	20	238.7	P.....SUNDALE 5.3			140.8	f	1.19	11.36		9.30				
11.20		3.28	f 2.10	92		244.0	N.....FOUNTAINFA 4.9			135.5	W	f 1.08	11.28		9.10				
11.40		3.36	f 2.18	92		248.9	P.....GOODNOE 4.7			130.6	f	12.59	11.20		8.53				
11.59		3.44	f 2.25	93		253.6	P.....TOWAL 7.0			125.9	f	12.51	11.13		8.37				
⁴ 12.38 PM		3.56	f 2.37	100	17	260.6	P.....CLIFFS 4.6			118.9	W	f ⁷⁵ 12.38	11.01		8.12				
1.02		f 4.03	s 2.47	92	34	265.2	D.....MARYHILLBU 8.2			114.3	s	12.29	f 10.54		7.55				
A 1.40 PM		A 4.17 PM	A 3.05 PM	Yard	273.4	DN.....FALLBRIDGE.....BC	106.1	WCTOY	L 12.15 PM	L 10.40 PM	L 7.25 AM								
75		1	3								4	2		76					
Daily		Daily	Daily								Daily	Daily		Daily					
8.20 15.0		3.32 35.3	3.35 34.8				Time Over District. Average Speed Per Hour.				3.40 33.9	3.20 37.4		8.00 15.6					

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Train 2 will stop at all points to pick up passengers for points Missoula and east on N. P. and Kallspell, and east on G. N. Train 1 to let off passengers from same territory.

No. 1 will stop at any station to let off passengers from east of Pasco.

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

All trains enter passenger yard at Pasco under absolute control.

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. 44		Distance from Portland	Water, Fuel, Wyes, Turn Tables, and Scales.	FIRST CLASS				THIRD CLASS		FOURTH CLASS		
	201		75		1	3	5	Passing Tracks		Other Tracks	IN EFFECT JUNE 1, 1919			4	8	2		76		202		
	Local Freight		Time Freight		Passenger	Passenger	Passenger								STATIONS		Passenger	Passenger	Passenger		Time Freight	
	Daily Ex. Monday		Daily		Daily	Daily	Daily							Daily	Daily	Daily		Daily		Daily Ex. Sunday		
	⁷⁶ L 6.25 AM		L 3.20 PM		L 4.20 PM	L 3.10 PM	L 5.05 AM		Yard	273.4	DN FALLBRIDGE BC	106.1	WTCO	A 12.10 PM	A 10.05 PM	A 10.30 PM		²⁰¹ A 6.25 AM		A 2.45 PM		
					4.22	3.12	5.07			274.5	 CELILO WYE SWITCH 2.2	105.0	Y	12.07	10.00	10.27						
	6.35		3.33		4.26	f 3.17	f 5.12	93	48	276.7	 AVERY 4.4	102.8		f 12.02 PM	f 9.55	10.23		6.10		2.30		
	6.50		3.51		4.33	f 3.25	f 5.22	80		281.1	 SPEDIS 4.4	98.4		f 11.55	f 9.47	10.15		5.52		2.11		
	7.05		4.10		f 4.41	s 3.32	s ⁷⁶ 5.32	93	22	285.5	D..... GRANDDALLS GS 8.7	94.0		s 11.47	s 9.38	10.07		⁵ 5.32		1.55		
	7.45		¹ 4.57		s ⁷⁵ 4.57	s 3.48	s 5.50	94	115	294.2	DN..... LYLE YA 5.7	85.3	WTC	s 11.30	s 9.21	f 9.52		4.45		1.15		
					5.07	f 4.00	f 6.02			299.9	 VILA No Siding 4.0	79.6		f 11.17	f 9.10	9.43						
	8.25		5.35		s 5.16	s 4.11	s 6.12	93	40	303.9	D..... WHITE SALMON SA 3.0	75.6		s 11.05	s 9.00	s 9.35		4.00		12.30		
	8.37		5.47		5.21	s 4.17	s 6.18		21	306.9	P..... UNDERWOOD 1.7	72.6		s 10.58	s 8.49					12.17		
	8.45		5.53		5.24	f 4.22	f 6.22	96	8	308.6	P..... HOOD 5.1	70.9		f 10.54	f 8.45	9.27		3.43		12.10 PM		
	9.05		6.12		5.34	s 4.34	s 6.33	94	31	313.7	D..... COOKS KC 4.1	65.8	W	s 10.42	s 8.35	9.18		3.25		11.50		
						f 4.44	f 6.43			317.8	 COLLINS No Siding 4.0	61.7		f 10.32	f 8.26							
	9.45		6.43		5.48	s 4.54	s 6.52	93	12	321.8	DN..... CARSON AD 3.9	57.7	W	s 10.23	s 8.18	9.04		2.54		11.19		
	⁴ 10.14		6.58		f 5.55	s 5.03	s 7.02	93	56	325.7	D..... STEVENSON NS 5.0	53.8		s ²⁰¹ 10.14	s 8.10	8.57		2.39		11.03		
	²⁰² 10.43		7.18		6.03	f 5.15	f 7.13	62	10	330.7	P..... CASCADES 6.0	48.8	W	f 10.02	f 8.00	8.48		2.21		²⁰¹ 10.43		
	11.20		⁸ 7.47		6.13	f 5.29	s 7.27	93	19	336.7	N..... SKAMANIA B 5.0	42.8		f 9.48	s ⁷⁵ 7.47	8.38		1.59		10.15		
	11.44		² 8.29		6.22	f 5.42	f 7.37	92	10	341.7	P..... PRINDLE 2.3	37.8		f ²⁰² 9.35	f 7.35	⁷⁵ 8.29		1.40		⁴ 9.35		
						f 5.47	f 7.43			344.0	 CAPE HORN No Siding 3.3	35.5		f 9.29	f 7.30							
	12.10 PM		8.54		6.31	f 5.55	f 7.52	118	4	347.3	 MT. PLEASANT 4.6	32.2		f 9.21	f 7.23	8.19		1.19		8.50		
	12.28		9.13		6.39	s 6.06	s 8.02	118	32	351.9	D..... WASHOUGAL WS 3.2	27.6	W	s 9.09	s 7.13	8.12		1.05		8.28		
	12.45		9.28		6.45	s 6.14	s ²⁰² 8.12	93	75	355.1	D..... CAMAS MA 3.6	24.4		s 9.02	s 7.05	8.06		12.53		⁵ 8.12		
						f 6.22	f 8.22			358.7	 KIERNAN No Siding 1.5	20.8		f 8.54	f 6.58							
	1.12		9.50		⁸ 6.54	f 6.26	s 8.26	93	4	360.2	P..... FISHER 2.8	19.3		s 8.50	s ¹ 6.54	7.58		12.36		7.40		
						f 6.33	f 8.32		13	363.0	 ELLSWORTH 1.0	16.5		f 8.44	f 6.44							
	1.37					f 6.35	f 8.35		17	364.0	 IMAGE 1.0	15.5		f 8.42	f 6.42					7.23		
	1.42		10.10		7.02	⁸ 6.39	⁴ 8.40	93		365.0	 McLAUGHLIN 4.5	14.5		⁵ 8.40	⁸ 6.39	7.50		12.20		7.20		
	A 2.00 PM		A 10.30 PM		A 7.10 PM	A 6.50 PM	A 8.50 AM		Yard	369.5	DN..... VANCOUVER MX 10.0	10.0	WTCYO	L 8.30 AM	L 6.25 PM	L 7.42 PM		L 12.01 AM		L 7.00 AM		

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

				A 7.45 PM			Yard	379.5	PORTLAND Union Depot					L 7.10 PM					
					A 7.30 PM	A 9.25 AM	Yard	379.5	DN.....PORTLAND Hoyt Street Depot		WTCO	L 7.55 AM	L 5.45 PM						
	201		75	1	3	5						4	8	2		76		202	
	Daily Ex. Monday		Daily	Daily	Daily	Daily						Daily	Daily	Daily		Daily		Daily Ex. Sunday	
	7.35 12.7		7.10 13.4	2.50 33.9	3.40 26.1	3.45 25.6			Time Over District. Average Speed Per Hour.			3.40 26.3	3.40 26.2	2.48 34.3		6.24 15.0		7.45 12.4	

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Train 2 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 train 1 to let off passengers from same territory.

No. 1 will stop at any station to let off passengers from east of Pasco and at any station west of Lyle to let off passengers from Goldendale Branch.

DERAIL SWITCHES
 Ellsworth, 200 feet from each end industry track.
 Camas, 200 feet from each end of house track.
 Washougal, 200 feet from west end industry track.
 " 200 feet from west end stock yard spur.
 Mt. Pleasant, 200 feet from west end industry 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.
 Hood, 200 feet from east end industry track.
 Underwood, 200 feet from each end of 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.

WESTWARD

FOURTH SUB-DIVISION—BETWEEN GOLDENDALE AND LYLE

EASTWARD

5

SECOND CLASS								Car Capacity		Distance from Goldendale	Time Table No. 44 IN EFFECT JUNE 1, 1919		Distance from Lyle	Water, Fuel, Wyes, Turn Tables, and Scales.	SECOND CLASS												
								Passing Tracks	Other Tracks						56	58											
															Mixed	Mixed											
															Tues., Thurs. and Saturday	Daily Exc. Sunday	Daily Exc. Sunday	Mon., Wed. and Friday									
STATIONS																											
						L	7.00 AM	L	2.20 PM		70	0.0	D.....GOLDENDALE.....GD	41.6	WY	A	2.00 PM	A	8.00 PM								
						s	7.25	s	2.39		24	6.3	P.....CENTERVILLE.....	35.3		s	1.40	s	7.30								
						f	7.40	s	2.53		20	11.3	WARWICK.....	30.3	W	s	1.24	f	7.10								
						f	8.30	f	3.34		17	24.7	WAHKIAKUS.....	16.9		f	12.36	f	6.15								
						s	9.00	s	3.47		12	28.1	P.....KLICKITAT.....	13.5	W 1/2 M. fast	s	12.25	s	6.00								
						f	9.15	f	4.00	12		31.1	PITT.....	10.5	W 1/2 M. fast	f	12.14	f	5.37								
						f	9.30	f	4.13			35.2	WRIGHTS.....	6.4		f	12.03 PM	f	5.25								
						A	10.00 AM	A	4.45 PM	94	115	41.6	DN.....LYLE.....YA	0.0	WTC	L	11.40 AM	L	5.00 PM								
						Tues., Thurs. and Saturday		Daily Exc. Sunday								Daily Exc. Sunday	Mon., Wed. and Friday										
						57	55									56	58										
						3.00 13.8	2.25 17.2						Time Over Sub-Division Average Speed Per Hour			2.20 17.8	3.00 13.8										

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. EXCEPTION: No. 57 IS SUPERIOR TO No. 56. No. 55 IS SUPERIOR TO No. 58.

DERAIL SWITCHES—Wahkiakus, 200 feet from west end industry track.

6 LOCATION AND LENGTH OF TUNNELS

No.	Location	Length
1	2.9 miles west of Prindle	2369 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	385 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	3, 4, 5, 8
Wahlella	43.8	8	West end	3, 4, 5, 8
Hamlin	46.5	7	East end	3, 4, 5, 8
Finn's and Sprague Lbr. Co. Spur	48.7	93	East end	Not pass. stop
Rand's Spur	51.0	5	West end	3, 4, 5, 8
Youman's Spur	56.1	3	East end	3, 4, 5, 8
Home Valley	59.3	5	East end	3, 4, 5, 8
Sepsecan	63.1	19	West end	3, 4, 5, 8
Swan-Haman Spur	81.6	18	West end	3, 4, 5, 8
Loney's Spur	232.9	3	East end	Not pass. stop
Pasco Un. Stk. Yd. Spur	233.2	30	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. When an order is put out 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, and the other train must take the siding.
- No. 4. **REGISTERING STATIONS**
Portland, Vancouver, Fallbridge, Pasco, Spokane, Goldendale, Klickitat.
Lyle for trains Nos. 55, 56, 57 and 58.
- No. 5. **STANDARD CLOCKS AND BULLETIN BOARDS**
Portland, Vancouver, Lyle, Fallbridge, Pasco, Spokane.
- No. 6. 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. 7. See rules on back of Clearance Cards, form No. 1226.
- No. 8. **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 must reduce speed to 25 miles per hour over Bridge 249-9 about one mile west of Page; Bridges 265-8 and 267-6 between Burr and Farrington; Bridges 269-1 and 270 about one mile east of Farrington; and Bridge 304-4 about quarter mile west of Ankeny. Trains must reduce to this speed before reaching these bridges, and must not go on the bridges with brakes set.
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 Camas.
Freight trains must not exceed fifteen (15) miles per hour pulling over crossovers Fallbridge yard.
- No. 9. Switch at Ainsworth Junction will be kept set and locked for Spokane, Portland & Seattle main line.
- No. 10. Switch at Snake River Junction will be kept set and locked for Spokane, Portland & Seattle main line.
- No. 11. Switch at Junction Switch will be kept set and locked for line to Marshall Junction N. P.
- No. 12. Switch at Marshall Junction N. P. governed by Marshall Interlocking Signals and Rules.
- No. 13. 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. 14. 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. 15. **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' |
- Conductors must be absolutely positive that loads do not exceed these dimensions and must not move cars of greater dimensions with out instructions from Superintendent.
- No. 16. Sign reading "Impaired Clearance" placed upon switch stand at entrance of spur or siding in places where there are platforms or structures located alongside same which do not provide prescribed minimum horizontal clearances. Employees will use care and avoid risk of injury while working on spurs or sidings protected with "Impaired Clearance" signs.
- No. 17. Trainmen and enginemen must see that the movable bridge crossing track of Finn's Spur, M. P. 43.7, 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 CABOOS

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-Snake River	.2		3031	1556	3409	3000	3200	1899	
Snake River-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-Mock	.4		2031		2009	1850	2009	1343	
Mock-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. C. R. ZENER " " White Salmon
DR. H. H. HARTLEY " " Goldendale
DR. H. B. O'BRIEN " " 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.
Al. W. Field " " PORTLAND
Joseph Carter " " VANCOUVER
H. W. Hull " " PASCO
Geo. H. Doerr " " SPOKANE

JOS. GRANT
J. E. CHARLAND
Trainmasters

J. H. CLANEY, Dispatcher
W. A. WHEELER, Dispatcher
H. JACKSON, Dispatcher
B. L. SPERRY, Chief Dispatcher, Spokane