

SPOKANE, PORTLAND & SEATTLE R'Y CO.

VANCOUVER DIVISION

TIME TABLE No. 47

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

SUNDAY, JUNE 13, 1920

**SUPERSEDING TIME TABLE NO. 46 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

E. E. LILLIE, Superintendent

H. M. HUSTON, Supt. Car Service

A. J. DAVIDSON, General Manager

2 WESTWARD THIRD SUB-DIVISION - BETWEEN SPOKANE AND PASCO EASTWARD

Table with columns for Class (Fourth, 3rd, Second, First), Station, and Time. Includes 'Time Table No. 47 IN EFFECT JUN 13, 1920'.

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

Table showing train times and distances for N. P. Ry. between Marshall Junction and Spokane.

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

Main table listing stations (e.g., Fort Wright, Overlook, Marshall, Junction Switch, Scribner, South Cheney, Mock, Amber, Rodna, Lamont, Rockwell, Macall, Lantz, Benga, Ankeny, Hooper, Gregor, Washucna, McAdam, Kahlotus, Monument, Farrington, Burr, Snake River Jct., Snake River, Page, Levey, Martindale, Ainsworth Jct., Pasco) with arrival and departure times.

Summary table at the bottom of the main table showing arrival and departure times for stations 354, 356, 908, 75, 348, 350, 352, 379, 3, 1, 2, 4, 380, 347, 349, 351, 76, 355, 907.

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 5 AND 6

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 Canyon, Hooper, Lantz, also Lamont passing track and lead and industry spur at Page and Nemours Powder Spur. Halper District between Spokane and Mock. Derail switches also located 200 feet from east switch industry track, So. Cheney and McAdam and east switch house track Kahlotus, and west switch Farmers Union Spur at Snake River, and industry track Levey and Loney's Spur. Trains must not exceed Time Table schedule time between Farrington and Snake River Jct. 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. No. 2 will stop on signal to discharge passengers and No. 3 to pick up passengers at South Cheney.

WESTWARD			SECOND SUB-DIVISION—BETWEEN PASCO AND FALLBRIDGE										EASTWARD		
THIRD CLASS	FIRST CLASS		Car Capacity		Distance from Spokane	Time Table No. 47		Distance from Portland	Water, Fuel, Wood, Turn Tables, and Scales	FIRST CLASS		THIRD CLASS			
75	1	3	Passing Tracks	Other Tracks		IN EFFECT JUNE 13, 1920	4			2	76				
Time Freight	Passenger	Passenger								Passenger	Passenger	Time Freight			
Daily	Daily	Daily								Daily	Daily	Daily			
L 8.10 AM	L 12.40 PM	L 1.25 AM	Yard	148.8	DN.....PASCO.....PA	230.7	WCTOY	A 4.05 PM	A 2.10 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															
8.20	12.44	1.29		149.8	S. P. & S. JUNCTION.....	229.7		4.01	2.06	3.15					
8.22	s 12.45	f 1.30	84	150.3	DN.....KENNEWICK.....KN	229.2		s 4.00	f 2.05	3.13					
8.40	f 12.53	1.30	83	155.4	P.....FINLEY.....	224.1		f 3.51	1.55	2.51					
8.54	f 1.00	² 1.48	93	159.6	D.....HOVER.....HV	219.9		f 3.44	³ 1.48	2.35					
9.16	f 1.11	1.57	93	166.1	N.....YELLEPIT.....PY	213.4	W	t 3.33	1.37	2.12					
9.34	f 1.19	2.05	90	171.3	P.....TOMAR.....	208.2		f 3.24	1.28	1.55					
9.52	f ⁷⁶ 1.28	2.13	93	176.7	P.....MOTTINGER.....	202.8		f 3.15	1.19	¹ 1.28					
10.08	f 1.36	2.19	92	181.3	P.....BERRIAN.....	198.2		f 3.07	1.11	1.02					
10.26	f 1.44	2.27	93	186.6	D.....PLYMOUTH.....MO	192.9	W	f 2.58	1.02	12.34					
10.40	f 1.50	2.33	93	190.6	P.....LONGVIEW.....	188.9		f 2.52	12.55	12.13					
10.53	f 1.56	2.38	93	194.4	P.....COOLIDGE.....	185.1		f 2.45	12.48	12.01 PM					
11.10	f 2.03	2.45	92	199.0	P.....PATERSON.....	180.5		f 2.37	12.40	11.45					
⁷⁶ 11.30	f 2.10	2.50	93	203.1SAGE.....	176.4		f 2.31	12.33	⁷⁶ 11.30					
11.55	s ⁴ 2.20	2.58	93	208.8	DN.....WHITCOMB.....Z	170.7	W	s ¹ 2.20	f 12.23	11.12					
12.24 PM	2.32	3.08	93	215.4	P.....CARLEY.....	164.1		2.07	12.12	10.50					
	f 2.35		15	217.2	P.....ALDERDALE.....	162.3		f 2.04	f 12.08						
12.48	f 2.42	3.17	93	221.6	P.....McCREDIE.....	157.9		f 1.56	12.02 AM	10.29					
1.10	f 2.51	3.24	93	226.9	P.....MOONAX.....	152.6	W	f 1.46	11.54	10.10					
⁴ 1.36	s 3.02	f 3.33	92	232.8	D.....ROOSEVELT.....RE	146.7		s ⁷⁶ 1.36	s 11.45	9.50					
1.55	f 3.12	3.41	92	238.7	P.....SUNDALE.....	140.8		f 1.25	11.36	9.30					
2.12	f 3.21	3.48	92	244.0	N.....FOUNTAIN.....FA	135.5	W	f 1.16	11.28	9.10					
2.28	f 3.29	3.55	92	248.9	P.....GOODNOE.....	130.6		f 1.07	11.20	8.53					
2.42	f 3.37	4.02	93	253.6	P.....TOWAL.....	125.9		f 12.59	11.13	8.37					
3.05	f 3.50	4.11	100	260.6	P.....CLIFFS.....	118.9	W	f 12.47	11.01	8.12					
3.20	s 3.58	f 4.17	92	265.2	D.....MARYHILL.....BU	114.3		s 12.39	f 10.54	7.55					
A 3.58 PM	A 4.12 PM	A 4.30 AM	Yard	273.4	DN.....FALLBRIDGE.....BC	106.1	WCTOY	L 12.25 PM	L 10.40 PM	L 7.25 AM					
75	1	3						4	2	76					
Daily	Daily	Daily						Daily	Daily	Daily					
7.50 15.9	3.32 35.3	3.05 40.7			Time Over District. Average Speed Per Hour.			3.40 33.9	3.25 36.5	8.00 15.6					

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains 2 and 4 will stop on signal at all points to pick up passengers for points Missoula and east on N. P. and Kalispell, 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.

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 west 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		Time Table No. 47		Distance from Portland		FIRST CLASS		THIRD CLASS		FOURTH CLASS												
201		75		1		7		5		3		Passing Tracks	Other Tracks	Distance from Spokane	STATIONS		Distance from Portland	Water, Fuel, Wyes, Turn Tables, and Scales.	6		4		8		2		76		202	
Local Freight		Time Freight		Passenger		Passenger		Passenger		Passenger					Passenger				Passenger		Passenger		Time Freight		Local Freight					
Daily Ex. Monday		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily Except Sunday						
L 6.10 AM	L 5.00 PM	L 4.20 PM	L 5.15 AM	L 4.40 AM	L 5.15 AM	L 4.40 AM	Yard	273.4	DN	FALLBRIDGE	BC	106.1	WTCO	A 12.20 PM	A 10.05 PM	A 10.30 PM	A 6.10 AM	A 2.45 PM												
6.15	5.05	4.22	5.18	4.43	5.18	4.43	274.5	DN	CELLO WYE SWITCH		105.0	Y	12.16	10.00	10.27	5.52	2.30													
6.25	5.13	4.26	5.22	4.46	5.22	4.46	276.7	DN	EVERY		102.8		12.13	9.55	10.23	5.52	2.30													
6.45	5.28	4.33	5.32	4.54	5.32	4.54	281.1	DN	SPEDIS		98.4		12.06 PM	9.47	10.15	5.32	2.11													
7.05	5.43	4.41	5.41	5.02	5.41	5.02	285.5	DN	GRANDDALLES	GS	94.0		11.59	9.38	10.07	5.02	1.55													
7.48	6.14	4.57	3.30 PM	6.00	5.17	5.17	294.2	DN	LYLE	YA	85.3	WTC	11.10 AM	11.44	9.21	9.52	4.28	1.15												
8.37	6.48	5.16	3.41	6.11	5.26	5.26	299.9	DN	VILA	No Siding	79.6		10.57	11.34	9.10	9.43														
8.51	6.58	5.16	3.52	6.21	5.34	5.34	303.9	DN	WHITE SALMON	SA	75.6		10.47	11.27	9.00	9.35	3.55	12.30												
9.00	7.04	5.24	4.00	6.28	5.41	5.41	306.9	P	UNDERWOOD		72.6		10.40		8.49			12.17												
9.25	7.22	5.34	4.03	6.32	5.41	5.41	308.6	P	HOOD		70.9		10.35	11.18	8.45	9.27	3.38	12.10 PM												
10.04	7.50	5.48	4.14	6.43	5.50	5.50	313.7	DN	COOKS	KC	66.8	W	10.23	11.10	8.35	9.18	3.20	11.48												
10.50	8.10	5.55	4.23	6.53	6.04	6.04	317.8	DN	COLLINS	No Siding	61.7		10.13		8.26															
11.13	8.49	6.03	4.32	7.02	6.11	6.11	321.8	DN	CARSON	AD	57.7	W	10.04	10.56	8.18	9.04	2.51	11.12												
11.42	9.19	6.13	4.40	7.11	6.19	6.19	325.7	DN	STEVENSON	NS	53.8		9.54	10.50	8.10	8.57	2.37	10.50												
12.06 PM	9.44	6.22	4.50	7.22	6.19	6.19	330.7	P	CASCADES		48.8	W	9.43	10.43	8.00	8.49	2.20	10.20												
12.34	10.12	6.31	5.02	7.35	6.29	6.29	336.7	DN	SKAMANIA	B	42.8		9.29	10.34	7.47	8.38	1.58	9.47												
12.55	10.35	6.39	5.18	7.47	6.38	6.38	341.7	P	PRINDLE		37.8		9.17	10.27	7.35	8.29	1.40	9.17												
1.10	10.50	6.45	5.18	7.53	6.48	6.48	344.0	DN	CAPE HORN	No Siding	35.5		9.12		7.30															
1.32	11.15	6.54	5.25	8.02	6.48	6.48	347.3	DN	MT. PLEASANT		32.2		9.03	10.18	7.23	8.19	1.19	8.40												
1.47	11.40	7.02	5.35	8.13	6.55	6.55	351.9	DN	WASHOUGAL	WS	27.6	W	8.53	10.12	7.13	8.12	1.06	8.13												
2.10 PM	12.01 AM	7.10 PM	5.42	8.21	7.00	7.00	355.1	DN	CAMAS	MA	24.4		8.45	10.07	7.05	8.06	12.54	7.55												
			5.42	8.21	7.00	7.00	358.7	DN	KIERNAN	No Siding	20.8																			
			5.54	8.33	7.08	7.08	360.2	P	FISHER		19.3		8.33	10.00	6.54	7.58	12.35	7.35												
			6.01	8.40			363.0	DN	ELLSWORTH		16.5		8.26		6.44															
			6.03	8.42			364.0	DN	IMAGE		15.5		8.24		6.42															
			6.05	8.45	7.15	7.15	365.0	DN	McLAUGHLIN		14.5		8.22	9.52	6.39	7.50	12.20	7.15												
			6.15 PM	8.55 AM	7.25 AM	7.25 AM	369.5	DN	VANCOUVER	MX	10.0	WTCYO	8.12 AM	9.45 AM	6.25 PM	7.42 PM	12.01 AM	6.45 AM												

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

201		75		1		7		5		3		PORTLAND Union Depot		PORTLAND Hoyt Street Depot		6		4		8		2		76		202		
Daily Ex. Monday		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily Except Sunday		
8.00	12.0	7.01	13.7	2.50	33.9	2.45	27.4	3.40	26.2	2.45	34.9	Yard	379.5	Yard	379.5	WTCO	L 7.35 AM	L 9.15 AM	L 5.45 PM	L 7.10 PM							8.00	12.0
												Time Over District. Average Speed Per Hour.																
												2.58 25.5 2.35 36.9 3.40 26.2 2.48 34.3 6.09 15.6																

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains 2 and 4 will stop on signal 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.
 No. 3 will stop on signal at Grand Dalles to discharge passengers from Oregon Trunk points.
 No. 1 will stop on signal at any station west of Lyle to discharge passengers from east of Lyle or 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. 47		Distance from Lyle	Water, Fuel, Wyes, Turn Tables, and Scalers.	SECOND CLASS								
						Passing Tracks	Other Tracks		IN EFFECT JUNR 13, 1920				STATIONS	Mixed	Mixed	Daily Exc. Sunday	Mon., Wed. and Friday				
									57												
						Mixed		Mixed				Mixed		Mixed							
						Tues., Thurs. and Saturday		Daily Exc. Sunday				Daily Exc. Sunday		Mon., Wed. and Friday							
								70	0.0	D.....	GOLDENDALE.....GD	41.6	WY	A	1.40 PM	A	8.00 PM				
								24	6.3	F.....	CENTERVILLE.....	35.3		s	1.20	s	7.30				
								20	11.3		WARWICK.....	30.3	W	s	1.04	f	7.10				
								17	24.7		WAHIAKUS.....	16.9		f	12.14	f	6.15				
								12	28.1	P.....	KLICKITAT.....	13.5	W 1/2 MI. East	s	12.02 PM	s	6.00				
								12	31.1		PITT.....	10.5	W 1/2 MI. West	f	11.49	f	5.37				
									35.2		WRIGHTS.....	6.4		f	11.38	f	5.25				
								94	115	41.6	DN.....	0.0	WTC	L	11.15 AM	L	5.00 PM				
															Daily Exc. Sunday		Mon., Wed. and Friday				
															56		58				
															2.25		3.00				
															17.2		13.8				
															Time Over Sub-Division						
															Average Speed Per Hour						

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	5	6, 7, 8	5, 6, 7, 8
Wahlella	43.8	8	West end	5, 6, 7, 8
Greenleaf	46.5	7	East end	5, 6, 7, 8
Donovan-Dubois L. Co.	48.7	75	East end	Not pass. stop
Rand's Spur	51.0	5	West end	5, 6, 7, 8
Lindis Spur	52.6	5	East end	Not pass. stop
Youman	56.1	5	6, 7, 8	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
N. W. Sheep Co. Spur	90.1	6	West end	Not pass. stop
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	Not pass. stop
McBain's	14.7	9	West end	Not pass. stop

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.	232.0	
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
L. H. JAMES, 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. 6, 7, 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' 4"	19' 4"	18' 3"	17' 6"
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 without instructions from Superintendent.
- No. 16. 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. 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 CABOSES

DISTRICT	Ruling Grade	ENGINE							
		A 1	D 1	D 5	N 2	F 1	F 1 S	C 1	
		1-5 7-8	100-109	150-200	355-364	Non-Superheat 450-464	Superheat 450-464	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-Port 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	2108		
Lyle-Goldendale				285					

F. WOOD, Dispatcher
C. G. WILCOX, Dispatcher
J. H. CLANEY, Dispatcher
H. JACKSON, Dispatcher
B. L. SPERRY, Chief Dispatcher, Spokane

COMPANY SURGEONS

DR. E. B. MCDANIEL, Chief Surgeon, Portland
DR. R. C. MCDANIEL, Asst. Surg., Portland
DR. R. D. WISWALL, Local Surgeon, Vancouver
DR. J. E. STRAIN, " " Camas
DR. F. C. PRICE, " " Washougal
DR. T. C. AVARY, " " Stevenson
DR. PHILIP DONOHOO, " " White Salmon
DR. H. H. HARTLEY, " " Goldendale
DR. H. B. O'BRIEN, " " Pasco
DR. A. L. VICTOR, " " Washucna
DR. E. R. NORTHROP, " " 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
WASHUCNA - - - 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. F. Cohrs, SPOKANE

J. Z. STANSBERRY
R. C. WEGNER
Trainmasters