

SPOKANE, PORTLAND & SEATTLE R'Y CO.

VANCOUVER DIVISION

TIME TABLE No. 50

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

SUNDAY, AUGUST 14, 1921

**SUPERSEDING TIME TABLE NO. 49 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

G. E. VOTAW, Superintendent

E. E. LILLIE, Supt. Car Service

A. J. DAVIDSON, General Manager

2		WESTWARD										THIRD SUB-DIVISION—BETWEEN SPOKANE AND PASCO										EASTWARD									
FOURTH CLASS			3rd CLASS	SECOND CLASS	FIRST CLASS						Car Capacity	Time Table No. 50		FIRST CLASS						SECOND CLASS	THIRD CLASS		FOURTH CLASS								
			75						379	3	1		IN EFFECT AUG. 14, 1921								76	602									
			Time Freight						N. P. Mixed	S. P. S. Passenger	S. P. & S. Passenger										S. P. S. Time Freight	N. P. Time Freight									
			Daily						Daily	Daily	Daily		STATIONS								Daily	Daily									
			1 9.25PM						1 9.15PM			Yrd	DN.....SPOKANE.....SF	377.5	W						A 9.00PM			A 6.45AM							
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 10.09PM						A 9.39PM			8.7	DN-MARSHALL JCT. N.P.MR	368.8	W						1 8.36PM			1 6.05AM							
			VIA N. P.						VIA N. P.	1 8.10AM	Yrd		DN.....SPOKANE.....SF	379.5	W						VIA N. P.			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.							VIA N. P.	8.18		2.3	DN-FORT WRIGHT-FW	377.2		6.42	VIA N. P.						VIA N. P.								
		VIA N. P.							VIA N. P.	8.32	82	8.1	P.....OVERLOOK.....	371.4		6.29	VIA N. P.						VIA N. P.								
		10.10							9.40	8.38		11.0	 MARSHALL	368.5		6.23	8.35					6.04	A 7.00AM								
		10.14							9.41	8.40		11.7	 JUNCTION SWITCH	367.8		6.21	8.34					5.57	6.57								
		10.15							9.42	8.41	82	12.1	P..... SCRIBNER	367.4		6.20	8.33					5.55	6.55								
		10.43							9.57	8.57	92 13	19.2	P.....SOUTH CHENEY.....	360.8	W	6.06	8.20					5.07	6.25								
		11.05							10.06	9.05	82	24.7	P.....MOCK.....	354.8		6.02	8.10					4.28	5.56								
		11.21							10.14	9.14	93 15	29.8	DN.....AMBER.....CA	349.7	W	5.47	8.02					3.53	5.25								
		11.40							10.24	9.24	92 24	35.6	P.....RODINA.....	343.9		5.36	7.52					3.10	4.59								
		12.05AM							10.38	9.37	Yrd	44.1	DN.....LAMONT.....A	335.4	W	5.22	7.37					2.15	4.25								
		12.15							10.47	9.46	95 6	50.1	P.....ROCKWELL.....	329.4		5.10	7.23					1.30	3.55								
		12.45							10.56	9.57	93 16	56.1	D.....MACALL.....AU	323.4	W	5.00	7.12					12.10AM	3.35								
		1.05							11.05	10.06	92 17	62.4	P.....LANTZ.....	317.1		4.49	7.01					11.45	3.05								
		1.30							11.14	10.16	185 26	68.3	DN.....BENGE.....BN	311.2	W	4.38	6.48					11.14	2.40								
		1.55							11.23	10.24	94 73	9	P.....ANKENY.....	305.6		4.28	6.37					10.40	2.15								
		602 2.15							11.30	10.32	93 14	79.4	P.....HOOPER.....	300.1	W	4.18	6.26					10.12	1.50								
		2.40							11.38	10.40	82 85	1	P.....GREGOR.....	294.4		4.08	6.14					9.42	1.25								
		3.00							11.45	10.47	164 197	88.1	DN.....WASHTUCNA.....W	291.4	W	4.03	6.08					9.26	1.10								
		3.15							11.54	10.58	93 21	94.5	P.....MCADAM.....	285.0		3.51	5.55					8.52	12.35								
		3.51							12.03AM	11.10	184 90	102.0	DN.....KAHLIOTUS.....K	277.5	W	3.40	5.42					8.15	12.03AM								
		4.18							12.09	11.15	82 11	104.9	P.....MONUMENT.....	274.6		3.35	5.36					8.00	11.45								
		4.28							12.20	11.27	102 4	110.8	P.....FARRINGTON.....	268.7	W	3.25	5.25					7.30	11.15								
		4.51							12.33	11.40	77 116	9	P.....BURE.....	262.6		3.15	5.14					7.00	10.50								
		5.13							12.44	11.50		122.6	 SNAKE RIVER JCT.	256.9		3.06	5.03	A 2.35AM				6.31	10.22								
		5.34							12.45	11.51	93 70	122.8	DN.....SNAKE RIVER.....SR	254.7	W	3.05	5.02	2.34				6.30	10.21								
		5.35							10.32	12.53	93 23	128.5	P.....PAGE.....	251.0		2.55	4.53	2.25				6.08	10.02								
		5.55							10.44	1.02	92 8	134.9	P.....LEVY.....	244.6	W	2.44	4.43	2.12				5.45	9.42								
		6.18							10.58	1.12	81 141	4	P.....MARTINDALE.....	238.1		2.32	4.32	1.59				5.18	9.22								
		6.45							11.07PM	1.19AM	145.9	2.9	P.....AINSWORTH JCT.....	233.6		2.25AM	4.25PM	1.52AM				5.00PM	9.10PM								
		A 7.00AM									148.8		DN.....PASCO.....PA	230.7	W																
									BLOCK DISTRICT—See Schedules, Page 3											BLOCK DISTRICT—See Schedules, Page 3											
		75							379	3	1					2	4	380				76	602								
		Daily							Daily	Daily	Daily					Daily	Daily	Daily				Daily	Daily								
		9.35							0.47	4.04	4.19		Time Over District.				4.25	4.35	0.45				13.45	9.50							
		15.0							29.7	35.4	33.8		Average Speed Per Hour				33.0	31.4	32.5				10.4	13.7							

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 feet from head block WEST switches Page Spur, Burr Canyon Spur, Hooper Industry Spur, Lantz Industry Spur, Passing track and WEST Yard Lead Lamont, and Stoner Spur, also 200 feet from Head block EAST switches Northern Grain Spur Snake River, Kahlottus Industry track, McAdam Spur and South Cheney Industry track, and 1500 feet from head block on Nemours Spur.

Trains must not exceed Time Table schedule time between Farrington and Snake River Junction.

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

THIRD SUBDIVISION (Continued.) BLOCK DISTRICT—AINSWORTH JUNCTION TO PASCO

3

Car Capacity of Sidings	Distance from Spokane	Time Table No. 50 IN EFFECT AUG. 14, 1921	Distance from Vancouver	Water, Fuel, Wyes, Turn Tables, and Scales	FIRST CLASS										SECOND CLASS			THIRD CLASS						
					8	81	352	41	1	350	348	379							75			57	856	354	908
		S. P. & S. Passenger			O. W. R. & N. Passenger	N. P. Passenger	O. W. R. & N. Passenger	S. P. & S. Passenger	N. P. Passenger	N. P. Passenger	N. P. Mixed							S. P. & S. Time Frt.			O. W. R. & N. Freight	N. P. Mixed	N. P. Mixed	N. P. Freight
		Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily			Daily Ex. Monday	Tue. Thur. Sat.	Mon., Wed. Friday	Daily
	145.9	P. AINSWORTH JCT. 2.9	233.6		L 1.19AM	L 5.33AM	L 10.29AM	L 11.40AM	L 12.29PM ⁴²	L 3.45PM	L 9.48PM	L 11.07PM						L 7.00AM			L 6.00AM	L 12.35PM	L 2.25PM	L 2.35PM
Yard	148.8	DN. PASCO PA	230.7	WCTO	A 1.25AM	A 5.45AM	A 10.40AM	A 11.50AM	A 12.35PM	A 3.55PM	A 10.00PM	A 11.15PM						A 7.10AM			A 6.25AM	A 12.45PM ³⁵¹	A 2.35PM	A 3.00PM
					8	81	352	41	1	350	348	379						75			57	856	354	908
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily			Daily Ex. Monday	Tue. Thur. Sat.	Mon., Wed. Friday	Daily

Between Ainsworth Junction and Pasco all trains will be handled under Block System. See Time Card rules 6 and 7.

EASTWARD

THIRD SUBDIVISION (Continued). BLOCK DISTRICT—PASCO TO AINSWORTH JUNCTION

Car Capacity of Sidings	Distance from Spokane	Time Table No. 50 IN EFFECT AUG. 14, 1921	Distance from Vancouver	Water, Fuel, Wyes, Turn Tables and Scales	FIRST CLASS														SECOND CLASS			THIRD CLASS			
					380	2	347	349	42	351	4	32							76	602		355	56	907	58
		N. P. Mixed			S. P. & S. Passenger	N. P. Passenger	N. P. Passenger	O. W. R. & N. Passenger	N. P. Passenger	S. P. & S. Passenger	O. W. R. & N. Passenger							S. P. & S. Time Frt.	N. P. Time Frt.		N. P. Mixed	O. W. R. & N. Freight	N. P. Freight	O. W. R. & N. Freight	
		Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily		Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	
		STATIONS																							
	145.9	P... AINSWORTH JCT. 2.9	233.6		A 1.52AM	A 2.25AM	A 3.33AM	A 7.38AM	A 12.29PM	A 12.53PM	A 4.25PM	A 10.50PM						A 5.00PM	A 9.10PM		A 3.10AM	A 4.30AM	A 5.15AM	A 1.40PM	
Yard	148.8	DN..... PASCO PA	230.7	WCTO	L 1.45AM	L 2.20AM	L 3.25AM	L 7.30AM	L 12.20PM	L 12.45PM	L 4.20PM	L 10.40PM						L 4.50PM	L 9.00PM		L 3.00AM	L 4.10AM	L 5.00AM	L 1.15PM	
					380	2	347	349	42	351	4	32						76	602		355	56	907	58	
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily		Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	

Between Pasco and Ainsworth Junction all trains will be handled under Block System. See Time Card rules 6 and 7.

WESTWARD

FOURTH SUB-DIVISION—BETWEEN GOLDENDALE AND LYLE

EASTWARD

SECOND CLASS							Car Capacity		Distance from Goldendale	Time Table No. 50 IN EFFECT AUGUST 7, 1921		Distance from Lyle	Water, Fuel, Wyes, Turn Tables, and Scales.	SECOND CLASS										
							Passing Tracks	Other Tracks		STATIONS														
							55							56										
							Mixed							Mixed										
							Daily Exc. Sunday							Daily Exc. Sunday										
							L 7.00 AM		70	0.0	D.....GOLDENDALE.....GD 6.3	41.6	WY	A 3.00 PM										
							7.25		24	6.3	P.....CENTERVILLE..... 5.0	35.3		2.25										
							7.40		20	11.3	WARWICK..... 13.4	30.3	W	2.05										
							8.30		17	24.7	WAHIAKUS..... 3.4	16.9		1.10										
							9.00		12	28.1	P.....KLICKITAT..... 3.2	13.5	W 1/2 MI. East	12.55										
							9.15	12		31.3	PITT..... 3.9	10.3	W 1/2 MI. West	12.30										
							9.30			35.2	WRIGHTS..... 6.4	6.4		12.15 PM										
							A 10.00 AM	94	115	41.6	DN.....LYLE.....YA	0.0	WTC	L 11.50 AM										
							Daily Exc. Sunday							Daily Exc. Sunday										
							55							56										
							3.00 13.8				Time Over Sub-Division Average Speed Per Hour			3.10 13.1										

SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. EXCEPTION: No. 55 IS SUPERIOR TO No. 56.
 DERRAIL SWITCHES—Wahkiakus, 200 feet from west end industry track.

4 WESTWARD			SECOND SUB-DIVISION—BETWEEN PASCO AND FALLBRIDGE										EASTWARD			
THIRD CLASS		FIRST CLASS			Car Capacity		Distance from Spokane	Time Table No. 50		Distance from Portland	Water, Fuel, Wye, Turn Tables, and Scales.	FIRST CLASS			THIRD CLASS	
75		1	3	Passing Tracks	Other Tracks	IN EFFECT AUGUST 14, 1921		4	2				76			
Time Freight		Passenger	Passenger			STATIONS		Passenger	Passenger				Time Freight			
Daily		Daily	Daily						Daily			Daily		Daily		
L 8.10 AM		L 12.40 PM	L 1.30 AM		Yard	148.8	DN.....PASCO.....PA	230.7	WCTOT	A 4.15 PM	A 2.15 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	1.34			149.8	S. P. & S. JUNCTION.....	229.7		4.10	2.09		3.15			
8.22		12.45	1.35	84	15	150.3	DN.....KENNEWICK.....KN	229.2		4.09	2.07		3.13			
8.40		12.56	1.50	83	23	155.4	P.....FINLEY.....	224.1		3.57	1.50		2.51			
8.54		1.05	1.56	93	14	159.6	D.....HOVER.....HV	219.9		3.47	1.42		2.35			
9.16		1.16	2.04	93		166.1	N.....YELLEPIT.....PY	213.4	W	3.33	1.32		2.12			
9.34		1.24	2.12	90		171.3	P.....TOMAR.....	208.2		3.24	1.23		1.55			
9.52		1.32	2.18	93		176.7	P.....MOTTINGER.....	202.8		3.15	1.14		1.32			
10.08		1.39	2.25	92		181.3	P.....BERRIAN.....	198.2		3.07	1.07		1.02			
10.26		1.46	2.32	93	9	186.6	D.....PLYMOUTH.....MO	192.9	W	2.58	12.58		12.35			
10.40		1.52	2.38	93		190.6	P.....LONGVIEW.....	188.9		2.52	12.52		12.19			
10.53		1.58	2.42	93		194.4	P.....COOLIDGE.....	185.1		2.46	12.46		12.04 PM			
11.10		2.05	2.49	92	10	199.0	P.....PATERSON.....	180.5		2.38	12.38		11.45			
11.30		2.12	2.55	93		203.1	SAGE.....	176.4		2.32	12.32		11.30			
11.55		2.22	3.02	93	23	208.8	DN.....WHITCOMB.....Z	170.7	W	2.22	12.22		11.12			
12.24 PM		2.33	3.12	93		215.4	P.....CARLEY.....	164.1		2.07	12.12		10.50			
		2.36			15	217.2	P.....ALDERDALE.....	162.3		2.04	12.08					
12.48		2.44	3.19	93		221.6	P.....McCREDIE.....	157.9		1.56	12.02 AM		10.29			
1.10		2.53	3.27	93		226.9	P.....MOONAX.....	152.6	W	1.47	11.54		10.10			
1.36		3.03	3.34	92	39	232.8	D.....ROOSEVELT.....RE	146.7	W	1.36	11.45		9.50			
1.55		3.13	3.42	92	20	238.7	P.....SUNDALE.....	140.8		1.25	11.36		9.30			
2.12		3.23	3.49	92		244.0	N.....FOUNTAIN.....FA	135.5	W	1.16	11.28		9.10			
2.28		3.31	3.56	92		248.9	P.....GOODNOE.....	130.6		1.07	11.20		8.53			
2.42		3.39	4.02	93		253.6	P.....TOWAL.....	125.9		12.59	11.13		8.37			
3.05		3.52	4.11	100	17	260.6	P.....CLIFFS.....	118.9	W	12.47	11.01		8.12			
3.20		4.00	4.17	92	34	265.2	MARYHILL.....	114.3		12.39	10.54		7.55			
A 3.55 PM		A 4.15 PM	A 4.30 AM		Yard	273.4	DN.....FALLBRIDGE.....BC	106.1	WCTOT	L 12.25 PM	L 10.40 PM		L 7.25 AM			
75		1	3							4	2		76			
Daily		Daily	Daily							Daily	Daily		Daily			
7.45 16.1		3.35 34.8	3.05 40.7				Time Over District. Average Speed Per Hour.			3.50 32.5	3.35 34.8		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 east end house track.

Sundale —200 feet from east end Industry track.

Whitcomb —200 feet from west end Coal Chute track.

Plymouth —200 feet from each end Industry track.

Hover —200 feet from east end Industry track.

Kennewick—200 feet from east end Industry track.

WESTWARD							FIRST SUB-DIVISION—BETWEEN FALLBRIDGE AND VANCOUVER										EASTWARD				5	
FOURTH CLASS		THIRD CLASS		FIRST CLASS				Car Capacity		Distance from Spokane	Time Table No. 50 IN EFFECT AUGUST 14, 1921		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		6	4			8	2	76		202			
Local Freight		Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger				Time Freight				Passenger	Passenger	Passenger	Passenger	Time Freight		Local Freight	
Daily Ex. Monday		Daily	Daily	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		Yard	273.4	DN FALLBRIDGE.....BC	106.1	WTCO		A 12.15 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			274.5	 CELILO WYE SWITCH.....	105.0	Y		12.12	10.00	10.27						
6.25		5.13	4.26		f 5.22	4.46	93	48	276.7	 AVERY.....	102.8			f 12.09	f 9.55	10.23	5.52		2.30			
6.45		5.28	4.33		f 5.32	4.54	80		281.1	 SPEDIS.....	98.4			f 12.03 PM	f 9.47	10.15	5.32		2.02			
7.05		5.43	f 4.41		s 5.41	5.02	93	22	285.5	D..... GRANDDALLS.....GS	94.0			f 11.57	s 9.38	10.07	5.02		1.40			
7.48		6.14	s 4.57	L 2.30 PM	s 6.00	5.17	94	115	294.2	DN..... LYLE.....YA	85.3	WTC	A 11.10 AM	s 11.44	s 9.21	9.52	4.28		1.06			
			5.07	f 2.42	f 6.11				299.9	 VILA.....No Siding	79.6			f 10.57	11.34	f 9.10	9.43					
8.37		6.48	s 5.16	s 2.52	s 3.21	f 5.34	93	58	303.9	D..... WHITE SALMON.....SA	75.6			s 10.47	s 11.27	s 9.00	9.35	3.55		12.30		
8.51		6.58		s 3.00	s 3.28			45	306.9	P..... UNDERWOOD.....	72.6			s 10.40		s 8.49				12.17		
9.00		7.04	5.24	f 3.04	f 3.32	5.41	96	8	308.6	P..... HOOD.....	70.9			f 10.35	11.18	f 8.45	9.27	3.38		12.10 PM		
9.25		7.22	5.34	s 3.15	s 3.43	5.50	94	31	313.7	D..... COOKS.....KC	65.8	W		s 10.23	11.10	s 8.35	9.18	3.20		11.48		
				f 3.23	f 3.53				317.8	 COLLINS.....No Siding	61.7			f 10.13		f 8.26						
10.04		7.50	5.48	s 3.32	s 7.02	6.04	93	12	321.8	DN..... CARSON.....AD	57.7	W		s 10.04	10.56	s 8.18	9.04	2.51		11.12		
10.50		8.10	f 5.55	s 3.40	s 7.11	f 6.11	93	56	325.7	D..... STEVENSON.....NS	53.8			s 9.54	f 10.50	s 8.10	8.57	2.37		10.50		
11.13		8.49	6.03	f 3.50	f 7.22	6.19	62	10	330.7	P..... CASCADES.....	48.8	W		f 9.43	10.43	f 8.00	8.49	2.20		10.20		
11.42		9.19	6.13	f 4.03	s 7.35	6.29	93	19	336.7	N..... SKAMANIA.....B	42.8			f 9.29	10.34	s 7.47	8.38	1.58		9.55		
12.06 PM		9.44	6.22	f 4.13	f 7.47	6.38	92	10	341.7	P..... PRINDLE.....	37.8			f 9.17	10.27	f 7.35	8.29	1.40		9.35		
				f 4.18	f 7.53				344.0	 CAPE HORN.....No Siding	35.5			f 9.12		f 7.30						
12.34		10.12	6.31	f 4.25	f 8.02	6.48	118	4	347.3	 MT. PLEASANT.....	32.2			f 9.03	10.18	f 7.23	8.19	1.19		9.03		
12.55		10.35	6.39	s 4.35	s 8.13	6.55	118	32	351.9	D..... WASHOUGAL.....WS	27.6	W		s 8.53	10.12	s 7.13	8.12	1.06		8.40		
1.10		10.50	6.45	s 4.42	s 8.21	7.00	93	86	355.1	D..... CAMAS.....MA	24.4			s 8.45	10.07	s 7.05	8.07	12.54		8.21		
1.32		11.15	6.54	f 4.53	f 8.33	7.08	93	4	360.2	P..... FISHER.....	19.3			s 8.33	10.00	s 6.54	7.59	12.35		7.43		
				f 5.00	f 8.40			13	363.0	 ELLSWORTH.....	16.5			f 8.26		f 6.44						
1.47				f 5.03	f 8.42			17	364.0	 IMAGE.....	15.5			f 8.24		f 6.42				7.23		
1.50		11.40	7.02	5.05	8.45	7.15	93		365.0	 McLAUGHLIN.....	14.5			8.22	9.52	6.39	7.52	12.20		7.15		
A 2.10 PM		A 12.01 AM	A 7.10 PM	A 5.15 PM	A 8.55 AM	A 7.25 AM		Yard	369.5	DN..... VANCOUVER.....MX	10.0	WTCYO	L 8.12 AM	L 9.45 AM	L 6.25 PM	L 7.45 PM	L 12.01 AM		L 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	Yard		PORTLAND Union Depot		PORTLAND Hoyt Street Depot		6		4	8	2	76	202	
Daily Ex. Monday		Daily		Daily	Daily	Daily	Daily			DN.....	OW			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							2.58 25.3	2.30 38.4	3.40 26.2	2.45 34.9	6.09 15.6		8.00 12.0	

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 C. 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 Fallbridge to discharge passengers from east of Fallbridge.

DERAIL SWITCHES

Camas,	200 feet from each end of house track.	Home Valley,	200 feet from east end industry track.
Washougal,	200 feet from west end industry track.	Hood,	200 feet from east end industry track.
"	200 feet from west end stock yard spur.	Underwood,	200 feet from east end of industry track.
Mt. Pleasant,	200 feet from west end industry spur.	Lyle,	150 feet from west end Union Meat Co. spur.
Wahclella,	200 feet from west end spur.	Granddalles,	200 feet from each end house track.
Cascades,	600 feet from east end of Donovan-Dubois spur.	Fallbridge,	200 feet from east end house 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 Kahlottus.....	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
Wahclella.....	43.8	8	West end	5, 6, 7, 8
Greenleaf.....	46.5	7	East end	5, 6, 7, 8
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
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	.....
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	.....
Western Pine Lumber Co. Ry.....	13.4	.....

YARDS

Vancouver, Lyle, Fallbridge, Pasco, Lamont.

S. A. GAGNON, Dispatcher
L. H. JAMES, Dispatcher
E. B. ARTHUR, Dispatcher
R. E. WHITE, Dispatcher
H. M. HUSTON, Chief Dispatcher, Portland
R. C. SCOFFERN, Asst. Chief Dispatcher, Portland

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.

REGISTERING STATIONS

Portland, Vancouver, Fallbridge, Pasco, Spokane, Goldendale.
Lyle for trains Nos. 6, 7, 55, 56, 57 and 58.

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.

SPEED RESTRICTIONS

No. 8. 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 Trestle 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 will be kept set and locked for line to Marshall Junction N. P.

No. 12. Switch at Ft. Wright Junction is handled by G. N. interlocking tower, signals and rules.

No. 13. Switch at Marshall Junction N. P. governed by Marshall Interlocking Signals and Rules.

No. 14. A telephone has been installed at Ainsworth Junction. All Northern Pacific and O. W. R. & N. 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. 15. 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.

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
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 with out instructions from Superintendent.

No. 17. 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. 18. Trainmen and enginemen must see that the movable bridge crossing track, connecting two platforms at Donovan-Dubois mill, Cascades, is raised and securely fastened before using this spur or coupling onto cars which may be spotted west 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 S 450-464	C 1 600-609
Portland to Vancouver.....	.5	1717	1900	976	2139	1979	1164
Vancouver-Snake River.....	.2		3031	1556	3409	3200	1899
Snake River-Lamont.....	.4		2031		2009	2009	1248
Lamont-Marshall.....	.4		2031		2009	2009	1343
Marshall-Parkwater.....	1.0		1181		1279	1214	600
Marshall-Fort Wright.....	.8		1086		1239	1169	638
Fort Wright-Marshall.....	.9		1110		1110	1025	615
Parkwater-Marshall.....	1.2		891		1014	979	513
Marshall-Mock.....	.4		2031		2009	2009	1343
Mock-Vancouver.....	Down		4468	2251	4600	4524	2908
Vancouver-Portland.....	.2	3002	3360	1718	3775	3419	2108
Lyle-Goldendale.....				285			

F. X. ADAMS, 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. F. C. PRICE " " Washougal
DR. T. C. AVARY " " Stevenson
DR. W. F. SHORTS " " Fallbridge
DR. PHILIP DONOHOO " " 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.
W. H. Saxton..... PORTLAND
Joseph Carter..... VANCOUVER
H. W. Hull..... PASCO
Geo. F. Cohrs..... SPOKANE

J. Z. STANSBERRY
Trainmaster