SPOKANE, PORTLAND & SEATTLE R'Y CO.

VANCOUVER DIVISION

TIME TABLE NO. 52

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

SUNDAY, MARCH 26, 1922

SUPERSEDING TIME TABLE NO. 51 AND ALL SUPPLEMENTS THERETO THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

		ESTWARD		IHIKD SOR	-טועוס	ION—BETWEEN SPOKAN	E AILL	J I ASCO	EASTWARD	COND	·	
FOURTH CLASS	3rd CLASS CLASS		FIRST CLASS		Car Capac'y	Time Table No. 52		FIRST CLASS	C	LASS THIR		FOURTH CL.
	75		379	3 1	g e fro	es and the second secon	2	4 380		76	602	
	Time Freight		N. P. Mixed	S. P. S. P. & S. Passenger Passenger	ssing acks her acks tanc	IN EFFECT MAR. 26, 1922 STATIONS	S. P. & S. Passenger	S. P. S. N. P. Passenger Mixed		S.P.S.Tir Freigh	me N. P. Time t Freight	
	Daily		Daily	Daily Daily	Tr. Tr.	STATIONS SACRETAR	Daily -	Daily Daily		Daily	Daily	
	+ +				Yrd	DNSPOKANESF N. P. Depot 8.7		A 9.15PM		A 6.45	544	i i
TOO KIND OF THE PARTY OF THE PA	1 9.25PM			L 9.15₽₩		100			DI E AND EDECIAL			
CONTRACTOR OF THE STATE OF THE	ON N. P. RY. B	ETWEEN MARSHAI	LL JUNCTION N.	P. AND SPOKA		RAINS WILL BE GOVERNED B			BLE AND SPECIAL			
	L10.09PM			L 9.39₽¥	8	DN.MARSHALL JCT.M.P.MR 368.8 W		A 8.50PM			544 A 7.00	-
	VIA N. P.			N. P. L 8.10	Yrd	DNSPOKANE F G. N. Depot 2.3	A 6.50M	N. P.		N. P.	VIA N. P.	
D. P. SHIELDER AND PARTY OF THE PARTY OF	ON G. N.	RY. BETWEEN FT	. WRIGHT AND S	SPOKANE TRA	INS WI	LL BE GOVERNED BY G. N. R	Y. SPOI	KANE DIVISION TIME TAB	LE AND SPECIAL RU	JLES		_
TO A STATE OF THE	VIA N. P.			VIA N. P. L 8.184		3 DNFORT WRIGHTFW \$77.2	A 6.42W	VIA N. P.		N. P.		
	VIA					3-1 POVERLOOK	6.29	N. P.		VIA N. P.	VIA N. P.	
	N. P. 10.10			9.40 f 8.38		1.0 MARSHALL 368.5	6.23	f 8 49		6.04	4 6.59	м
		 		9.41 8.40		0.7 1.7 JUNCTION SWITCH 367.8	6.21	8.48		5.5	7 6.57	
	10.14			9.42 8.41		2.1 PSCRIBNER	6.20	8.47		5.5	6.55	
	10.15					7.1 9.2 PSOUTH CHENEY 860.3 W		1 8.35		5.0	7 6.25	
	10.43					5.6	602 5.56	f 8.26		4.25	5.56	
	11.05			10.06 f 9.05	82 24	1.7 PMOCK				3.5		
	11.21			f 10.14 f 9.14	93 15 29	9-8 DNAMBERCA 349.7 W 5-6-6 P	1 5.47	4 0 0 0		3.10		-
	11.40			10.24 f 9.24	92 24 3	5.6 P RODNA 343.9	5.36	f 8.06				
	12.05 ^{AM} 12.15			10.38 9.37	Yrd 4	4.1 DN LAMONT 330.4 V()	s 5.22	5 7.52		2.1 1.3		
	12,45			10.47 1 9.46		0 1 P ROCKWELL				12.4		
	1.05			10.56 f 9.57	93 16 5	6.1 D MACALLAU 823.4 W	5.00	f 7.28		12.1	3.35	
	1.30			11.05 f 10.06	92 17 6	2.4 PLANTZ 817.1	4.49	f 7.15		11.4		1
	1.55			1 16 14 10.16	185 26 6	5.9 311.2 W	f 4.38	s 7.03		11.11		
	602			11.23 10.24	94 7	3.9 PANKENY	4.28	6.53		10.4	0 2.15	
	2,15	<u> </u>		11 30 (10 32	02 14 7	9.4 P HOOPER 800.1 W	4.18	1 6.42		10.1	2 1.50	
	2.40			11.38 10.40	93 14 1	9.4 P		6.31		9.4	2 1.25	
	3.00		·			PGREGOR				9.2	6 1.10	
	3.15			111.45 s 10.47	164 197 8	8.1 DN WASHTUCNA W 291.4 CW	75	(8 11		8.5		
	3.51			11.54 110.58	93 21 9	4.5 P McADAM	3.51	5.50		8.1		
	4.18	7.5						5 5.58				
	4.28			12.09 11.15	82 11 10	4.9 P MONUMENT 274.6	3.35	5.52		8.0		
	4.51			12.20 f 11.27	102 4 11	0.8 P FARRINGTON 255.7 W	3.25	1 5.39		7.3		_
	5.13			12.33 11.40	77 11	6.9 P BURR 262.6	3.15	5.27		7.0		
	5.84		L 4.20PM	12.44 1.50	12	2.6 SNAKE RIVER JCT 256.9	3.06	5.16 AII.45W		6.3	1 10.22	
	5.35		s 4.21			0.2 2.8 DN SNAKE RIVERSR 256.7	3.05	s 5.15 s 11.44		6.3	0 10.21	
	5.55		4.37	12.58 f12.01	93 23 12	28.5 P	2.55	f 5.07 11.36		6.0	8 10.02	
	6.18		4.57			6.4 P LEVEY 244.6 W	2.44	f 4.57 11.25		5.4		
	6.45		76 5.20			6.5 11.4 PMARTINDALE	2.32			379 5 .2	9.22	
• •				A 1.19MA 12.29		4.6 45.9 DN_AINSWORTH JCT JC 233.6 J		L 4.40PM L11.07AM			OP L 9.10	РМ
	A 7.00AN	DI OCK DICED				48-8 DNPA 280.7	-	BLOCK DISTRICT - See Sche	dules, Page 3			
		BLOCK DISTR	ICT — See Schedule		¥1414	DNPASCUPA	2			76	602	
	75		379	8 1			_			Dail		
	Daily		Daily	Daily Daily			Daily					
7	9-35 15-0		1.12 19.3	4.04 4.19 35.4 33.8		Time Over District. Average Speed Per Hour	4.25 33.0	4.35 0.38 31.4 36.5		13. 10.	13.7	

SPECIAL RULES EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS BETWEEN PASCO In g. P. & B. By. track board Market McAdam Spur and Stoner Spur, also 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, Kahlotus Industry To a sund Market McAdam Spur and Sou h Chency 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. SPECIAL RULES EASTWARD TRAINS OF THE SAME CLASS SEE TIME Table RULES 6, 7, 8 AND 9 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 for points Missoula and stoner Spur, also 200 feet from head block EAST switches Northern Grain Spur Snake River, Kahlotus Industry No. 2 will stop on signal to discharge passengers and No. 3 to pick up passengers at South Chency.

All Northern Pacific trains using S. P. & S. Ry, track be-tween Ainsworth Junction and Marshall Junction will be governed by S. P. & S. By. Vancouver Division time table and special rules. Helper District between Spokane and Mock.

Between Ainsworth Junction and Pasco all trains will be handled under Block Card System. See Time Table rules 6, 7, 8 and 9.

EASTWARD

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

1	T: T. 11 N. 50							FIRST CLA	SEC	COND CL	ASS	THIRD CLASS						
Jo /	g	Time Table No. 52		, Wyes, les and	2	347	349	380	42	351	4	76	602		855	907	56	58
apacity	uce fi	IN EFFECT MAR. 26, 1922	line f		S. P. & S. Passenger		N. P. Passenger	N. P. Mixed	O. W. R. & N. Passenger	Passenger	S. P. & S. Passenger	S. P. & S. Time Frt.	N. P. Time Frt,		N. P. Mixed	N. P. Freight	O. W. R. & N. Freight	O. W. R. & N. Freight
Car C	Distar	STATIONS	Distu	Wate Tur Sca	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily Ex.Sunday	Daily	Daily	Daily Ex. Sunday
=	145.9	DN. AINSWORTH JCTJC	233.6	J	A 2.254	A 3.334V	A 7.38W	M A11.07AM	A12.29PW	A 12.53PM	A 4.40P¥	A 5.00PM	A 9.10PM		A 3.10W	A 4.154	A 4.30A	A 1.40PM
Yard	148.8	DNPASCOPA	230.7	WCTC	L 2.20M	L 3.25W	L 7.30W	L11.00W	L12.20PM	L 12.45PV	L 4.35™	L 4.50PM	L 9.00PM		L 3.00M	L 4.00M	L 4.104	4 L 1.15PM
					2	347	349	380	42	351	4	76	602	-	355	907	56	58
-					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily Ex. Suuday	Daily	Daily	Daily Ex. Sunday

Between Pasco and Ainsworth Junction all trains will be handled under Block Card System. See Time Table rules 6, 7, 8 and 9.

	WESTWARD FOURTH S					101	ON—BETWEEN GOLDE		1 1	3
	*	SECOND CLASS		Capa	acity	_			yes,	SECOND CLASS
			55	acks	cks cks uce from	Time Table No. 52 IN EFFECT MARCH 26, 1922	ance from Lyle	Fuel, Wyes, Tables, and	56	
			Mixed	ing Tra	r Track	Distance Goldend		Distan	Turn T Scales.	Mixed
			Daily Exc. Sunday	Pass	Othe		STATIONS		3	Daily £xc. Sunday
			L 7.50 AM		70	0.0	DGOLDENDALEGD	41 - 6	WY	Y A 3.20 PM
			s 8.15		24	6.3	PCENTERVILLE	35.3		\$ 2.45
			f 8.30		20	11-3	WARWICK	30 - 3	w	7 s 2.25
			f 9.20		17	24.7	WAHKIAKUS	16.9		t 1.30
			s 9.50		12	28 - 1	PKLICKITAT	13.5	W 1/4 WI.East	s 1.15
			f 10.05	12		31.3	PITT	10.3	₩ ¼ Mi. West	t 12.50
			f 10.20			35-2	WRIGHTS	6.4		f 12.35
			A 10.50 AM	94	115	41.6	DNYA	0.0	WTC	t 12.10PM
			Daily Exc. Sunday							Daily Exc. Sunday
			55	11.			•			56
7			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. DERAIL SWITCHES—Wahkiakus, 200 feet from west end industry track.

WESTW	ARD		SECOI	ND	SU	B-DIV	VISION—BETWEEN PASCO	ANI) FA	LLBRIDG	SE	EASTWA	RD
HIRD CLASS		FIRST CLAS	s	Cap	ar acity		Time Table No. 52		yes,	F	IRST CLAS	S THI	RD CLASS
75.		1	3	Tracks	S	e fron		e from	bles, R	4	2	76	
Time Freight		Passenger	Passenger	ssing Tra	Tracks	Distance from Spokane	IN EFFECT MARCH 26, 1922	Distance from Portland	Water, Fuel, Wyes, Turn Tables, and Scales.	Passenger	Passenger	Time Freig	ght
Daily		Daily	Daily	Passi	Other	-	STATIONS	6	Wat	Daily	Daily	Daily	
L 8.10 AM		L 12.40 PM	L 1.30 AM		Yard	148 8	PASCOPA	230.7	WCTOY	A 4.30PM	A 2.15 AM	A 3.25	PM
BETWE	EN S. F	. & S. JCT.	& PASCO	TR	AIN	s' WII	LL BE GOVERNED BY N. P. RY.,		O DI	. TIME TA	BLE AND	SPECIAL RULES	
8.20		12.44	1.34			149-8	S. P. & S. JUNCTION			4.25	2.09	3.15	
8.22		s 12.45	f 1.35	84	15	150-3	DNKENNEWICKKN			s 4.23	1 2.07	3.13	
8.40		f 12.56	1.50	83	23	155.4	PFINLEY	224-1		f 4.11	1,50	2.51	
8.54		f 1.05	1.56	93	14		DHV			f 4.02	1.42	2.35	_
9.16		1.16	2.04	93		166 1	N YELLEPIT PY	-	w	1 3.48	1.32	2.12	
9.84		1 1.24	2.12	90		171-3	P	208-2		f 3.38	1.23	1.55	
9.52		1 1,33	2.18	93		176-7	PMOTTINGER	202-8		1 3.28	1.14	1.33	-
10.08		1 1.42	2.25	92		181 3	4,6 PBERRIAN	198 2		f 3.20	1.07	1.02	
10.26		f 1.50	2.32	93	9	186-6	5.3 DPLYMOUTHMO 4.0	192.9	w	1 3.10	12.58	12.35	_
10.40		f 1.57	2.38	93		190.6	4.0 PLONGVIEW	188-9		1 3.03	12.52	12.19	_
10.53		1 2.03	2.42	93		194.4	3.8 PCOOLIDGE	185-1		t 2.56	12.46	12.04	P.M.
11.10		f 2.11	2.49	92	10	199.0	PPATERSON	180-5		1 2.47	12.38	11.45	
11.30		1 2.18	2.55	93		203-1	4.1 SAGE	176-4	_	1 2.40	12.32	11.40	-
11.55		s 2,30	3.02	93	23	208-8			w	1	1 12.22	11.12	-
12.15 PM		2.38	3.12	93	_	215-4	6,6			2.17	12.12		
		f 2.41		<u> </u>	15		1.8				f 12.08	10.50	_
12.32		1 2.47	3.19	93		221.6	PALDERDALE PMcCREDIE						_
12.47				-			5.8	157.9	_	1 2.07	12.02 W	10.29	
1.05		1 2.54	3.27	93		226-9	PMOONAX	152-6	w	f 1.59	11.54	10.10	
1.39		5 3.03	3.34	92	39	232.8	DROOSEVELTRE		w		\$ 11.45	9.50	
		f 3.12	3.42	92	20	238-7	PSUNDALE	140-8		f 1.39	11.36	9.80	
2.00		f 3.20	3.49	92		P	NFA 4.9		w	f 1.30	11.28	9.10	,
2.17		1 3.29	3.56	92		248-9	PGOODNOE	130-6		1.22	11.20	8.53	
2.35		f 3.37	4.02	93		253-6	P	125.9		f 1.14	11.13	8.37	
3.02		1 3.48	4.11	100	17	260-6	PCLIFFS	118-9	w	1.02	11.01	8.12	
3.20 A 3.55 PM		s 3.57	4.17	92	34 Vord	265 - 2	MARYHILL	114 3			1 10.54	7.55	
- 75		4.10 PM	4.30 AM	_	Yard	273.4	DNFALLBRIDGEBC	106 1	WCTGY	1 12.40 PM	1 10.40 PM	7.25	AM
Daily		Daily	Daily	-						Daily	Daily	Daily	-
7-45 16-1		3-30 35-6	3.00 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 S	UB-	DIV	ISIO	N – BETWEEN FALLBRIDGE	AN	D V	ANCOUV	ER		EASTWARD	
OURTH CLASS	THIRD CLASS	FIRST CLASS			ar	E	Time Table No. 52	2	Vycs		PIRST	CLASS	THIRD CLASS	FOURTH CLA
201	75	1 5	3	ing iks	racks	Distance from	IN EFFECT MARCH 26, 1922	nice from	Fuel, W. Tables,	4	3	2	78	202
Local Freight	Time Freight	Passenger Passenger	Pascenger	rack	er T	Spe		Por	Water, J Turn Scales	Passenger	Passenger	Passenger	Time Freight	Local Freight
Daily Ex. Monday	Daily	Daily Daily	Daily	A P	Other	a	STATIONS	a	Wait T.	Daily	Daily	Daily	Daily	Daily Except Sunday
L 6.10 AM	L 5.00 PM	L 4.15PM L 5.15	M L 4.40 AM	ı ĝ	Yard	273.4	DN FALLBRIDGE BC	106-1	wrco!	A 12.30PM	A 9.00 PM	A 10.30 PM	A 6.10 AM	A 2.45 PM
6.15	5.05	4.17 5.18	4.43			274.5	CELILO WYE SWITCH	105 0	Y	12.27	8.55	10.27	0,10 4.11	
6.25	5.13	4.22 f 5.22	4.46	93	48	276.7	2.2 AVERY	102-8		f 12.23	1 8.50	10.23	5.52	2.30
6.45	5.27	4.28 f 5.32	4.54	80		281-1	1000	98-4		1 12.17	1 8.40	10.15	5.32	2.02
7.05	5.42	f 4.36 s 5.41	5.02	93	22	285-5	DGRANDDALLESGS	94.0		f 12.11PM	s 8.32	10.07	5,02	1.45
7.53	6.10	s 4.50 s 6.00	5.17	94	115	294-2	DN	85-3	WTC	s 11.59	s 8.13	9.52	4.28	1.15
		f 6.11				300-2	6.0	79 3	9		8.02	9.43		
8.50	6.43	s 5.12 s 6.21	t 5.34	93	58	303.9	DWHITE SALMONSA	75.6	1	s 11.42	7.53	s 9.35	3.55	12.37
9.10	6.53	f 5.18 s 6.28		CATTE	45	306-9	PUNDERWOOD	72.6	1	f 11.37	5 7.47			12.25
9.20	7.00	5.22 1 6.32	5.41	96	8	308-6	Р НООР	70.9		11.33	7.43	9.27	3.38	12.30
9.50	7.33	f 5.33 s 6.43	5.50	94	31	313.7	D	65-8	w	f 11.25	s 7.33	9.18	3.20	12.01 PM
		f 6.53		3		317-8	GOLLINS	61.7	1		7.24			
10.35	8.00	f 5.52 s 7.02	6.04	93	12	321.8	4.0		w	f 11.10	s 7.16	9.04	2.51	11.30
11.03	8.15	f 6.01 3 7.11	f 6.11	93	56	325-7	DSTEVENSONNS	53.8 .		f 11.GS	s 7.07	8.57	2.37	11.03
11.25	8.49	f 6.12 f 7.22	6.19	62	10	330-7	PCASCADES	48-8	w	1 10.54	1 6.57	3,49	2.20	10.30
11.50	9.19	f 6.25 s 7.35	6.29	93	19	356-7	NSKAMANIAB	42.8	İ	f 10.43	s 6.45	8.38	1.58	10.00
12.10 PM	9.44	8.35 1 7.47	6.38	92	10	341.7	P. PRINDLE	37.8	9	10.33	6.35	8.29	1.40	9.35
		f 7.52		1		344-0	2.0	35 5			6.28			
12.35	10.12	6.45 f 8.00	6.48	118	4	347-3		32.2	\$	10.22	6.19	8.19	1.19	9.02
12.55	10.35	f 6.52 s 8.08	6.55	118	32	351.9	D WASHOUGAL WS	27.6	77	f 10.15	s 6.07	8.12	1.06	8.35
1.10	10.50	f 6.58 s 8.16	7.00	93	88	355-1	DMA	24-4		f 10.08	s 5.58	8.07	12.54	3,16
1.32	11.15	7.07 f 8.28	7.08	93	4	360-2	P FISHER	19-3		10.00	f 5.45	7.59	12.35	7.43
		f 8.34			13	363.0	ELLSWORTH	16.5			5.37			
1.47		f 8.37			17	364-0	IMAGE	15.5			f 5.35			7.23
1.50	11.40	7.16 8.40	7.15	93		365.0	McLAUGHLIN	14 5		9.52	5.32	7.52	12.20	7.15
A 2.10 PM	A 12.01 AM	A 7.25PM A 8.55			Yard	369-5	DNVANCOUVERMX	10.0	WTCYO	L 9.45 AM	L 5.20 PM	L 7.45 PM	1 12.01 AM	L 6.45 AM
			-		_									
				-	-									
Name of the last o	ВЕТ	WEEN PORTLAND AN	VANCOU	VER	TRA	INS V	VILL BE GOVERNED BY TERMIN	ALS	DIVIS	ION TIME	TABLE A	ND SPECIAL I	RULES	The state of the s
		A 8.00 PM	A 8.00 AM	SETTIFICATION IN	NAME OF TAXABLE PARTY.	379.5	PORTLAND Union Depot			L 9.15AM		L 7.10 PM	The second of th	
		A 9.30	М		Yard	379.5	DNPORTLANDOW		wrco		L 4.45 PM			
201	75	1 5	3							4	8	2	76	202
Daily Ex. Monday	Daily	Daily Daily	Daily	3						Daily	Daily	Daily	Daily	Daily Except Sunday
8.00	7 01 13.7	3 - 10 3 - 40	2 45	1			Time Over Listrict			2.45	3-40	2.45	6-09	8-00

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. 2 will stop on signal at Granddalles to pick up passengers for Oregon Trunk points.

No. 3 will stop on signal at Granddalles 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 Lyle.

DERAIL SWITCHES

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.

Wahclella, 200 feet from west end spur.

600 feet from east end of Donovan-Dubois

Home Valley, 200 feet from east end industry track.

Hood, 200 feet from east end industry track.

Underwood, 200 feet from east 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 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	
3	2.1 miles east of Cooks	
4	2.6 miles east of Cooks	
5	3.2 miles east of Cooks	
6	3.9 miles east of Cooks	
7	7.2 miles east of White Salmon	
8	7.5 miles east of White Salmon	
9	7.7 miles east of White Salmon	
10	7.9 miles east of White Salmon	
11	0.6 miles east of Lyle	
12	2.1 miles east of Fallbridge	
13	1.1 miles east of Plymouth	
14	4.7 miles west of Farrington	203 feet
15	2.1 miles west of Farrington	
16	3.6 miles east of Farrington	
17	0.9 miles west of Kahlotus	
18	3.8 miles east of Hooper	
19	0.6 miles west of Ft. Wright	

BUSINESS TRACKS AND PASSENGER FLAG STOPS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Miles from Port- land	Car Ca- pa- city	Switch at	Flag Stops for Trains
Prune Hill	21.7			5, 8
Blazier's Spur	38.3		East end	Not pass. stop
St. Cloud	39.8			5, 8
Wahclella	43.8		West end	
Greenleaf	46.5	7	East end	
Nipigon	50.1			5, 8
Rand's Spur	51.0			
Lindis Spur	52.6	5	East End	Not pass stop.
Youman	56.1			
Home Valley	59.3		East end	
Highway Spur	60.1			Not pass. stop
Sepsecan	63.1		West end	
Swan-Haman Spur	81.6	18	West end	5, 8
N. W. Sheep Co. Spur	90.1	6	WestEnd	Not pass. stop
Loney's Spur	232.9	3	East end	Not pass. stop
Pasco Un. Stk. Yd.Spur	233.2	30		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
_	miles			
5 32 ES	from Lyle			erose at
Moorehouse Spur	12.6	2		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 Hamilton Creek Lumber Co Fourth Subdivision Oregon Trunk Ry Northern Pacific Ry. Gonnection to N. P. Ry. Northern Pacific Ry. Great Northern Ry.	10.0 46.5 85.3 106.1 229.7 232.0 233.6 256.9 367.8 368.8 377.2	
	Miles from Lyle	
Western Pine Lumber Co. Rv.	13.4	

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 traine Nos. 55 and 56.

STANDARD CLOCKS AND BULLETIN BOARDS No. 5.

- Portland, Vancouver, Lyle, Fallbridge. Pasco, Spokane.
- 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.
- See rules on back of Clearance Cards, form No. 1226.

No. 17.

- O. W. R. & N. trains in both directions use Panama track at Pasco. No train or engine will occupy this track without first obtaining Block Card authority. All eastbound trains will approach East Panama track switch located 7875 feet west of Head Block, Ainsworth Junction, under full control, and know the way is clear before passing clearance point.
- No. 9. In block district between Pasco and Ainsworth Junction, trains when stopped or delayed so that they may be overtaken by following trains must be protected as required by Rule 93-A.

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 285-8 and 267-5 between Burr and Farrington; Bridges 269-1 and 270 about one mile east of Farrington; and Bridge 301-4 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. 11. Switch at Ainzworth Junction will be kept set and locked for Spokane, Portland & Scattle main line
- No. 12. Switch at Snake River Junction will be kept set and locked for Spokane, Portland & Seattle main line.
- No. 13. Junction Switch 0.4 mile East Scribner will be kept set and locked for line to Marshall Junction N. P.
- No. 14. Switch at Ft. Wright Junction is governed by G. N. Interlocking Tower, Signals and Rules.
- No 15. Switch at Marshell Junction N. P. is governed by Marshell Interlocking Tower Signals and Rules.

 No. 16. 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											
	Wide	2' Wide	3' Wide	Wide	% 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 our instructions from Superintendent.

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. Employee will use care and avoid risk of injury while working on spurs or sidings protected with "Impaired Clearance" signs.

No. 19. Trainmen and enginemen must see that the movable bridge crossing track, connecting two platforms at Donovan-Dubois mill, Cascades, is raised and securely fostened 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 CABOOSES

		ENGINE											
DISTRICT	Ruling Grade	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 Vanceuver-Snake River Snake River-Lamont Lamont-Marshall Marshall-Parkwater Marshall-Fort Wright Fort Wright-Marshall Parkwater-Marshall Marshall-Mock Mock-Vançouver Vancouver-Portland Lyle-Goldendale	.5 .2 .4 .4 1.0 .8 .9 1.2 .4 Down	3002	1900 3031 2031 2031 1181 1086 1110 891 2031 4468 3360	976 1556 1556 2251 1718 285	2139 3409 2009 2009 1279 1239 1110 1014 2009 4600 3775	1979 3200 2009 2009 2009 1214 1169 1025 979 2009 4524 3419	1164 1899 1248 1343 600 638 615 513 1343 2908 2108						

VARDS: Vancouver—Yard limit boards: east, 4463 feet east of Barracks' track switch; north, just north of 39th St. Lyle—Yard limit boards: west, 3514 feet west of west passing track switch: east, 3092 feet east of east switch Fallbridge—Yard limit boards: west, 2809 feet west of Celilo Wye switch; east, 7472 feet east of east switch (east of Tunnel 12); Oregon Trunk 862 feet east of Celilo Junction switch. Pasco—Yard limit board: east, 1068 feet east Panama Junction switch. Lamont—Yard limit boards: west, 4000 feet west of west switch; east, 4000 feet east of east switch.

- S. A. GAGNON, Dispatcher
- L. H. JAMES, Dispatcher
- E. B. ARTHUR, Dispatcher R. E. WHITE, Dispatcher

- R. C. SCOFFERN, Night Chief Dispatcher, Portland
- H. M. HUSTON, Chief Dispatcher, Portland

F. X. ADAMS, Dispatcher C. G. WILCOX, Dispatcher J. H. CLANEY, Dispatcher H. JACKSON, Dispatcher

COMPANY SURGEONS

DR. E. B. McDANIEL, C	hief S	urgeon	Portland
DR. R. C. McDANIEL,	Asst.	Surg.,	Portland
DR. R. D. WISWALL,	Local S	urgeor	Vancouver
DR. F. C. PRICE	"	"	Washougal
DR. T. C. AVARY			Stevenson
Dr. W. F. SHORTS	"	"	Fallbridge
Dr. PHILIP DONOHOO	"	" 7	White Salmon
DR. H. H. HARTLEY		"	Goldendale
DR. H. B. O'BRIEN	"	"	Pasco
Dr. N. C. MacLaffer	ry "	"	Washtucna
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,	-	-	-	Bag	gage Room
VANCOUVER,		-	-	Bag	gage Room
"	-	-	-1	-	Wrecker
Cooks -	-	-	-	-	Station
LYLE, -		-	-	-	Station
FALLBRIDGE	2	-	-	-	Station
61	-	-	-	-	Wrecker
WHITCOMB	-	-	-	-	Station
PASCO,	-	-	-	Bag	gage Room
Snake River	_	-	-	- 0	Station
WASHTUCNA	-	-	-	-	Station
LAMONT.		-		-	Station

SPEED TABLE

50 mil	es per	hour i	s equivalen	t to o	one	mile i	n 1	minute	and	12 second	8.
45 mil	es per	hour i	s equivalen	t to	one	mile i	n 1	minute	and	20 second	8.
40 mil	es per	hour i	s equivalen	t to c	one	mile i	n 1	minute	and	30 second:	s.
35 mil	es nei	hour i	s equivalen	t to	one	mile i	n 1	minute	and .	43 second	в.
30 mil	es nei	hour i	s equivalen	t to	one	mile i	in 2	minutes	and	0 second	s.
25 mil	es per	hour i	s equivalen	t to	one	mile i	n 2	minutes	and	24 second	8.
20 mil	es per	hour i	s equivalen	t to	one	mile i	in 3	minutes	and	0 second	8.
15 mil	es per	hour i	s equivalen	t to	one	mile i	n 4	minutes	and	0 second	5.

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

B. L. SPERRY, Chief Dispatcher, Spokane J. E. CHARLAND, Trainmaster