

SPOKANE, PORTLAND & SEATTLE R'Y CO.

VANCOUVER DIVISION

TIME TABLE No. 57

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

SUNDAY, JUNE 24, 1923

**SUPERSEDING TIME TABLE NO. 56 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

11. 2/5

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, 7, 8 AND 9

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, Kahlotus 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 Troy 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

Cur Capacity of Sidings	Distance from Spokane	Time Table No. 57 IN EFFECT JUNE 24, 1923		Distance from Portland	Water, Fuel, Wyes, Turn Tables, and Scales	FIRST CLASS												SECOND CLASS			THIRD CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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		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	N. P. Mixed	N. P. Mixed	S. P. & S. Time Frt.	N. P. Freight																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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	145.9	DN. AINSWORTH JCT.. AJ 2.9	233.6	J		1.19AM	3.44AM	10.29AM	11.40AM	12.44PM	3.42PM ⁷⁶	9.48PM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																</

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

Car Capacity of Sidings	Distance from Spokane	Time Table No. 57 IN EFFECT JUNE 24, 1923		Distance from Portland	Water, Fuel, Wyes, Turn Tables and Scales	FIRST CLASS										SECOND CLASS			THIRD CLASS							
						2	347	349	351	47	4	51								355	380		907	76	602	
		S. P. & S. Passenger	N. P. Passenger			N. P. Passenger	N. P. Passenger	O. W. R. & N. Passenger	S. P. & S. Passenger	O. W. R. & N. Passenger								N. P. Mixed	N. P. Mixed		N. P. Freight	S. P. & S. Time Frt.	N. P. Time Frt.			
		Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				
		STATIONS																								
	145.9	DN. AINSWORTH JCT. . AJ		233.6	J	2.25AM	4.07AM	7.38AM	12.03PM	12.30PM	4.25PM	11.05PM							3.10AM	4.05PM		4.20AM	3.40PM	8.35PM		
Yard	148.8	DN. PASCO PA		230.7	WCTO	2.20AM	4.00AM	7.30AM	11.55AM	12.25PM	4.20PM	10.55PM							3.00AM	4.00PM		4.05AM	3.30PM	8.25PM		
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Leave Daily Ex. Sunday	Leave Daily		Leave Daily Ex. Sunday	Leave Daily	Leave Daily		

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 SUB-DIVISION—BETWEEN GOLDENDALE AND LYLE

EASTWARD

THIRD CLASS		SECOND CLASS				FIRST CLASS		Car Capacity		Distance from Goldendale	Time Table No. 57 IN EFFECT JUNE 24, 1923		Distance from Lyle	Water, Fuel, Wyes Turn Tables, and Scales.	FIRST CLASS		SECOND CLASS				THIRD CLASS						
	391					7	Passing Tracks	Other Tracks	Passenger		Leave Daily	STATIONS			6						390						
	Local Freight																			Passenger						Local Freight	
	Leave Daily Exc. Sunday																			Arrive Daily						Arrive Daily Exc. Sunday	
	7.00 AM							70	0 0	D.....GOLDENDALE.....GD	41.6	WY	s 12.55 PM						2.10 PM								
	7.25							24	6.3	P.....CENTERVILLE.....	35.3		s 12.37						1.41								
	7.40							20	11 3	WARWICK.....	30.3	W	s 12.23 PM						1.10								
	8.30							17	24.7	WAHKIAKUS.....	16.9		f 11.43						12.20								
	9.00							12	28.1	P.....KLECKITAT.....	13.5	W 1/2 ML East	s 11.35						12.05 PM								
	9.15							12	31.3	PITT.....	10.3	W 1/2 ML West	f 11.25						11.45								
	9.30								35 2	WRIGHTS.....	6.4		f 11.15						11.30								
	10.00 AM							94	115	DN.....LYLE.....YA	0.0	WTC	10.55 AM						11.05 AM								
	Arrive Daily Exc. Sunday												Leave Daily						Leave Daily Exc. Sunday								
	3.00 13.8																		3.05 13.5								
										Time Over Sub-Division			2.00														
										Average Speed Per Hour			20.8														

SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. EXCEPTION: No. 391 IS SUPERIOR TO No. 390.
DERAIL 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. 57		Distance from Portland	Water, Fuel, Wyes, Turn Tables, and Scales.	FIRST CLASS			THIRD CLASS	
	75		1	3	Passing Tracks	Other Tracks		IN EFFECT JUNE 24, 1923				4	2		76	
	Time Freight		Passenger	Passenger				STATIONS				Passenger	Passenger		Time Freight	
	Leave Daily		Leave Daily	Leave Daily								Arrive Daily	Arrive Daily		Arrive Daily	
	7.20 AM		12.55 PM	1.30 AM		Yard	148.8	DN.....PASCO.....PA	230.7	WCTOY	s	4.15 PM	s	2.15 AM		2.00 PM
BETWEEN S. P. & S. JCT. & PASCO TRAINS WILL BE GOVERNED BY N. P. RY., PASCO DIV. TIME TABLE AND SPECIAL RULES																
	7.30		12.59	1.34			149.8	 S. P. & S. JUNCTION	229.7			4.11	2.09		1.50	
	7.32		s 1.00	f 1.35	84	15	150.3	DN.....KENNEWICK.....KN	229.2		s	4.10	f 2.07		1.48	
	7.50		f 1.09	² 1.50	83	23	155.4	P.....FINLEY.....	224.1		f	3.59	³ 1.50		1.32	
	8.05		f ⁷⁶ 1.17	1.56	93	14	159.6	D.....HOVER.....HV	219.9		f	3.52	1.42		¹ 1.17	
	8.27		f 1.28	2.04	93		166.1	N.....YELLEPIT.....PY	213.4	W	f	3.39	1.32		12.52	
	8.45		f 1.37	2.12	90		171.3	P.....TOMAR.....	208.2		f	3.30	1.23		12.35	
	9.05		f 1.47	2.18	93		176.7	P.....MOTTINGER.....	202.8		f	3.20	1.14		12.15 PM	
	9.20		f 1.55	2.25	92		181.3	P.....BERRIAN.....	198.2		f	3.11	1.07		11.59	
	9.40		f 2.03	2.32	93	9	186.6	D.....PLYMOUTH.....MO	192.9	W	f	3.02	12.58		11.40	
	9.55		f 2.10	2.37	93		190.6	P.....BARGER.....	188.9		f	2.54	12.52		11.25	
	10.05		f 2.17	2.41	93		194.4	P.....COOLIDGE.....	185.1		f	2.47	12.46		11.12	
	10.24		f 2.24	2.47	92	10	199.0	P.....PATERSON.....	180.5		f	2.38	12.38		10.56	
	⁷⁶ 10.40		f ⁴ 2.32	2.51	93		203.1	SAGE.....	176.4		f	¹ 2.32	12.32		⁷⁵ 10.40	
	10.58		s 2.42	2.58	93	23	208.8	DN.....WHITCOMB.....Z	170.7	W	s	2.20	f 12.22		10.20	
	11.20		2.53	3.05	93		215.4	P.....CARLEY.....	164.1			2.09	12.12		9.55	
			f 2.56			15	217.2	P.....ALDERDALE.....	162.3		f	2.06	f 12.08			
	11.40		f 3.03	3.13	93		221.6	P.....McCREDIE.....	157.9		f	1.59	12.02 AM		9.33	
	11.57		f 3.12	3.20	93		226.9	P.....MOONAX.....	152.6	W	f	1.50	11.54		9.15	
	12.17 PM		s 3.22	f 3.29	92	39	232.8	D.....ROOSEVELT.....RE	146.7	W	s	1.40	s 11.45		8.53	
	12.35		f 3.32	3.38	92	20	238.7	P.....SUNDALE.....	140.8		f	1.30	11.36		8.32	
	12.53		f 3.41	3.46	92		244.0	N.....FOUNTAIN.....FA	135.5	W	f	1.21	11.28		8.12	
	⁴ 1.12		f 3.48	3.53	92		248.9	P.....GOODNOE.....	130.6		f	⁷⁵ 1.12	11.20		7.55	
	1.30		f 3.57	4.00	93		253.6	P.....TOWAL.....	125.9		f	1.04	11.13		7.37	
	2.00		f 4.08	4.10	100	17	260.6	P.....CLIFFS.....	118.9	W	f	12.52	11.01		7.12	
	2.20		s 4.16	f 4.17	92	34	265.2	MARYHILL.....	114.3		s	12.44	f 10.54		6.55	
	2.55 PM		s 4.30 PM	s 4.30 AM		Yard	273.4	DN.....FALLBRIDGE.....BC	106.1	WCTOY		12.30 PM	10.40 PM		6.25 AM	
	Arrive Daily		Arrive Daily	Arrive Daily								Leave Daily	Leave Daily		Leave Daily	
	7.35 16.4		3.35 34.8	3.00 40.7				Time Over District. Average Speed Per Hour.				3.50 32.6	3.35 34.8		7.35 16.4	

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 Troy, 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.

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
Prune Hill	21.7	...	...	5, 6, 7, 8
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
Nipigon	50.1	...	...	5, 6, 7, 8
Rand's Spur	51.0	...	...	5, 6, 7, 8
Lindis Spur	52.6	5	East end	Not pass. stop
Rybro	53.0	10	West end	Not pass. stop
Youman	56.1	...	...	5, 6, 7, 8
Home Valley	59.3	5	East end	5, 6, 7, 8
Highway Spur	60.1	5	West end	Not pass. stop
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

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—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.

L. H. JAMES, Dispatcher
L. S. NELSON, Dispatcher
E. B. ARTHUR, Dispatcher
R. E. WHITE, Dispatcher

S. A. GAGNON, Night Chief Dispatcher, Portland
R. C. SCOFFERN, Chief Dispatcher, Portland
J. E. CHARLAND, Trainmaster, Vancouver

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

B. L. SPERRY, Trainmaster and Chief Dispatcher, Spokane

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, Lyle, Fallbridge, Pasco, Spokane, Goldendale.

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. 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 98-A.

SPEED RESTRICTIONS

- Maximum speed of passenger trains at any point must not exceed fifty (50) miles per hour. Freight and mixed 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 Lyle; 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. 11. Switch at Ainsworth Junction will be kept set and locked for Spokane, Portland & Seattle 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 Marshall Junction N. P. is governed by Marshall 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										
	1' Wide	2' Wide	3' Wide	4' Wide	5' Wide	6' Wide	7' Wide	8' Wide	9' Wide	10' Wide	11' Wide
Portland-Vancouver	19' 4"	19' 4"	19' 4"	19' 4"	19' 4"	19' 4"	19' 4"	19' 4"	19' 4"	19' 4"	19' 4"
Vancouver-Spokane	20'	20'	19' 6"	19' 6"	19' 6"	19' 6"	19'	19'	18' 6"	18'	17' 9"
Lyle-Goldendale	20'	20'	19' 6"	19' 6"	19' 6"	19'	19'	18' 6"	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. 18. 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. 19. Trainmen and engine-men 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 1 150-200	N 2 355-384	F 1 S 450-484	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			

COMPANY SURGEONS

DR. E. B. McDANIEL, Chief Surgeon	Portland
DR. R. C. McDANIEL, Asst. Surg.	Portland
DR. R. D. WISWALL, Local Surgeon	Vancouver
DR. W. B. McMakin	Camas
DR. H. W. CLEARWATER	Washougal
DR. T. C. AVARY	Stevenson
DR. W. H. WARNER	White Salmon
DR. H. H. HARTLEY	Goldendale
DR. H. B. O'BRIEN	Pasco
DR. N. C. MACLAFFERTY	Washougal
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
L. R. Squibb	HILLYARD