

SPOKANE, PORTLAND & SEATTLE R'Y CO.

VANCOUVER DIVISION

TIME TABLE No. 61

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

SUNDAY, AUGUST 3, 1924

SUPERSEDING TIME TABLE NO. 60 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

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

Car Capacity of Sidings	Distance from Spokane	Time Table No. 61 IN EFFECT AUG. 3, 1924	Distance from Portland	Water, Fuel, Wyes, Turn Tables, and Scales	FIRST CLASS												SECOND CLASS			THIRD CLASS					
					3	352	350	1	348									356	354	379	75	908			
					S. P. & S. Passenger	N. P. Passenger	N. P. Passenger	S. P. & S. Passenger	N. P. Passenger									N. P. Mixed	N. P. Mixed	N. P. Mixed	S. P. & S. Time Frt.	N. P. Freight			
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily									Leave Tue. Thur. Sat.	Leave Mon., Wed. Friday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday			
	145.9	DN. AINSWORTH JCT.. AJ 2.9	233.6	J	12.05AM	10.33AM	10.47AM	351 12.01PM	9.48PM									12.15PM	2.15PM	10.32PM	6.00AM	1.05PM			
Yard	148.8	DN..... PASCO .....PA	230.7	WCTO	12.10AM	10.40AM	10.55AM	12.05PM	10.00PM									12.25PM	2.25PM	10.40PM	6.10AM	1.15PM			
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									Arrive Tue. Thur. Sat.	Arrive Mon., Wed. Friday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday			

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. 61 IN EFFECT AUG 3, 1924	Distance from Portland	Water, Fuel, Wyes, Turn Tables and Scales	FIRST CLASS										SECOND CLASS			THIRD CLASS							
					2	347	349	351	4									355	380		907	76	602		
					S. P. & S. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	S. P. & S. 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 Ex. Sunday	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		
	145.9	DN. AINSWORTH JCT. .AJ 2.9	233.6	J	2.35AM	4.07AM	4.58AM	12.01PM	4.30PM								3.30AM	4.40PM		3.40AM	3.40PM	8.35PM			
Yard	148.8	DN.....PASCO.....PA	230.7	WCTO	2.30AM	4.00AM	4.50AM	11.50AM	4.25PM								3.20AM	4.35PM		3.30AM	3.30PM	8.25PM			
					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. 61 IN EFFECT AUGUST 3, 1924		Distance from Lyle	Water, Fuel, Wyes, Turn Tables, and Scales.	FIRST CLASS		SECOND CLASS				THIRD CLASS	
	391					7	Passing Tracks	Other Tracks	6		Passenger	Arrive Daily			390	Local Freight	Arrive Daily Exc. Sunday					
	Local Freight					Passenger																
	Leave Daily Exc. Sunday					Leave Daily																
STATIONS																						
	7.00 AM					1.15 PM	70	0.0	D.....GOLDENDALE.....GD 6.3	41.6	WY	s 12.45 PM							2.40 PM			
	7.25					s 1.31	24	6.3	P.....CENTERVILLE..... 5.0	35.3		s 12.27							2.10			
	7.40					f 1.45 390	20	11.3	WARWICK..... 13.4	30.3	W	s 12.13 PM							7 1.45			
	8.30					f 2.25	17	24.7	WAHIAKUS..... 3.4	16.9		f 11.33							12.45			
	9.00					s 2.36	12	28.2	P.....KLIKITAT..... 3.1	13.4	W 1/2 MI. East	s 11.25							12.30 PM			
	9.15					f 2.46	12	31.3	PITT..... 3.9	10.3	W 1/2 MI. West	f 11.15							11.45			
	9.30					f 2.56		35.2	WRIGHTS..... 6.4	6.4		f 11.05							11.30			
	10.00 AM					s 3.15 PM	94	135	41.6	DN.....LYLE.....YA	0.0	WTC	10.45 AM						11.05 AM			
	Arrive Daily Exc. Sunday					Arrive Daily						Leave Daily							Leave Daily Exc. Sunday			
	3.00 13.8					2.00 20.8			Time Over Sub-Division Average Speed Per Hour				2.00 20.8						3.35 11.6			

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. 61		Distance from Portland	Water, Fuel, Wyes, Turn Tables, and Scales.	FIRST CLASS			THIRD CLASS	
75		1	3	Passing Tracks	Other Tracks	IN EFFECT AUGUST 3, 1924		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		12.10 PM	12.15 AM	Yard	148.8	DN.....PASCO.....PA	230.7	WCTOY	s 4.20 PM	s 2.25 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		12.14	12.19		149.8	 S. P. & S. JUNCTION	229.7		4.16	2.20		1.50				
7.32		s 12.15	f 12.20	84	15	DN.....KENNEWICK.....KN	229.2	s	4.15	f 2.19		1.47				
7.50		f 12.22	12.27	83	23	P.....FINLEY	224.1	f	4.05	2.11		1.25				
8.05		f 12.29	12.33	93	14	D.....HOVER.....HV	219.9	f	3.58	2.05		1.05				
8.27		f 12.40	12.42	93		N.....YELLEPIT	213.4	W	f 3.47	1.54		12.40				
8.45		f 12.47	12.49	90		P.....TOMAR	208.2	f	3.37	1.46		12.15 PM				
9.05		f 12.57	12.56	93		P.....MOTTINGER	202.8	f	3.27	1.38		11.58				
9.20		f 1.03	1.03	92		P.....BERRIAN	198.2	f	3.19	1.31		11.44				
9.40		f 1.12	1.10	93	9	D.....PLYMOUTH	192.9	W	f 3.10	1.23		11.28				
9.55		f 1.18	1.16	93		P.....BARGER	188.9	f	3.03	1.16		11.15				
10.07		f 1.24	1.21	93		P.....COOLIDGE	185.1	f	2.57	1.10		11.05				
10.23		f 1.32	1.28	92	10	P.....PATERSON	180.5	f	2.48	1.02		10.50				
10.38		f 1.38	1.33	93		SAGE	176.4	f	2.42	12.57		10.38				
10.59		s 1.47	1.42	93	23	D.....WHITCOMB	170.7	W	s 2.32	12.47		10.20				
11.21		1.58	1.50	93		P.....CARLEY	164.1		2.19	12.37		9.55				
		f 2.02			15	P.....ALDERDALE	162.3	f	2.16	f 12.34						
11.40		f 2.10	1.58	93		P.....McCREDIE	157.9	f	2.10	12.27		9.35				
11.58		f 2.18	2.05	93		P.....MOONAX	152.6	W	f 1.59	12.19		9.15				
12.18 PM		s 2.28	f 2.13	92	39	D.....ROOSEVELT	146.7	W	s 1.50	s 12.10		8.53				
12.38		f 2.37	2.22	92	20	P.....SUNDALE	140.8	f	1.40	12.01 AM		8.32				
12.57		f 2.47	2.29	92		FOUNTAIN	135.5	W	f 1.30	11.53		8.12				
1.22		f 2.55	2.36	92		P.....GOODNOE	130.6	f	1.22	11.46		7.55				
1.40		f 3.02	2.42	93		P.....TOWAL	125.9	f	1.13	11.39		7.37				
2.05		f 3.13	2.52	100	17	P.....CLIFFS	118.9	W	f 1.02	11.28		7.12				
2.20		s 3.22	f 2.58	92	34	P.....MARYHILL	114.3	s	12.53	f 11.22		6.55				
2.55 PM		s 3.35 PM	s 3.10 AM	Yard	273.4	DN.....FALLBRIDGE.....BC	106.1	WCTOY	12.40 PM	11.10 PM		6.25 AM				
Arrive Daily		Arrive Daily	Arrive Daily						Leave Daily	Leave Daily		Leave Daily				
7.35 16.4		3.25 36.4	2.55 42.7			Time Over District. Average Speed Per Hour.			3.40 33.7	3.15 38.3		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., and 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 will 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.....	1184 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
Prune Hill.....	21.7	.....	.....	5, 6, 7, 8
Camas Lumber Co.....	25.1	4	East end	Not pass. stop
Standard Oil Co.....	25.5	11	East end	Not pass. stop
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.....	46.4	7	East end	5, 6, 7, 8
Nipigon.....	50.1	.....	.....	5, 6, 7, 8
Rand's Spur.....	51.0	.....	.....	5, 6, 7, 8
Stevenson Lumber Co.....	52.6	5	East end	Not pass. stop
Rybro.....	52.9	7	East 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	10	West end	Not pass. stop
Sepsecan.....	63.2	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
Doubling Spur.....	1.6	10	East end	Not pass. stop
Moorehouse Spur.....	12.6	2	East end	Not pass. stop
Outfit Spur.....	23.1	10	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	
Klickitat Log & Lbr. 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
F. X. ADAMS, Dispatcher
F. S. BARLOW, Dispatcher
R. E. WHITE, Dispatcher

S. A. GAGNON, Night Chief Dispatcher, Portland
R. C. SCOFFERN, Chief Dispatcher, Portland
J. E. CHARLAND, Trainmaster, 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.
- REGISTERING STATIONS**
Portland, Vancouver, Fallbridge, Pasco, Spokane, Goldendale.
Lyle for Nos. 6, 7, 390 and 391.
- 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. 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 99-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 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 and ten (10) miles per hour over Bridge 291-4 at East Switch Washougal.
- 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' 2"	19'	18' 3"
Vancouver-Spokane.....	20'	20'	19' 6"	19' 6"	19' 6"	19'	19'	18' 6"	18'	17' 6"	17'
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 with out 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 engineers must see that the movable bridge crossing track, connecting two platforms at Donovan-Dubois mill, Camas, 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 CABOSES

DISTRICT	Ruling Grade	ENGINE							
		A 1 1-5 7-8	D 1 100-109	D 5 M 1 150-200	N 2 355-364	F 1 450-464	C 1 600-609	O 1 500-502	
Portland to Vancouver.....	.5	1717	1900	976	2139	1979	1164	2950	
Vancouver-Snak River.....	.2		3031	1556	3409	3200	1899	4500	
Snake River-Marshall.....	.4		2200		2200	2200	1248	3200	
Marshall-Parkwater (N.P.).....	1.0		1181		1279	1214	600	1750	
Marshall-Spokane (GN).....	.8		1086		1239	1169	638	2000	
Spokane-Marshall (GN).....	.9		1110		1110	1025	615	1850	
Parkwater-Marshall.....	1.2		891		1014	979	513	1500	
Mock-Vancouver.....	.4		2031		2009	2009	1343	3200	
Vancouver-Portland.....	Down		4468	2251	4600	4524	2908	6000	
Lyle-Goldendale.....	.2	3002	3360	1718	3775	3419	2108	4500	

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. JOHN BARBER	Stevenson
DR. PHILIP DONOHOO	White Salmon
DR. H. H. HARTLEY	Goldendale
DR. W. F. SHORTS	Fallbridge
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
L. R. Squibb.....	HILLYARD

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