

SPOKANE, PORTLAND & SEATTLE R'Y CO.

VANCOUVER DIVISION

TIME TABLE No. 62

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

SUNDAY, JANUARY 18, 1925

**SUPERSEDING TIME TABLE NO. 61 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

No. 2 will stop on signal to discharge passengers and No. 3 to pick up passengers at South Cheney.

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

Time Table No. 62
IN EFFECT JAN. 18, 1925

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

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

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

FOURTH SUB-DIVISION—BETWEEN GOLDENDALE AND LYLE

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		Time Table No. 62 IN EFFECT JANUARY 18, 1925 STATIONS	Distance from Portland	Water, Fuel, Wyes, Turn Tables, and Scales.	FIRST CLASS			THIRD CLASS	
75		1	3	Passing Tracks	Other Tracks	Distance from Spokane				4	2		76	
Time Freight		Passenger	Passenger							Passenger	Passenger	Time Freight		
Leave Daily		Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily		
7.20 AM		12.10 PM	12.40 AM	Yard	148.8	DN.....PASCO.....PA	230.7	WCTBY	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	12.44			149.8	S. P. & S. JUNCTION.....	229.7		4.16	2.20		1.50	
7.32		* 12.15	f 12.45	84	15	150.3	DN.....KENNEWICK.....KN	229.2		s 4.15	f 2.19		1.47	
7.50		f 12.22	12.52	83	23	155.4	P.....FINLEY.....	224.1		f 4.03	2.11		1.25	
8.05		f 12.29	12.58	93	14	159.6	D.....HOVER.....HV	219.9		f 3.55	2.03		1.05	
8.27		f 12.40	1.07	93		166.1	N.....YELLEPIT.....PY	213.4	W	f 3.44	1.52		12.40	
8.45		f 12.47	1.14	90		171.3	P.....TOMAR.....	208.2		f 3.35	1.43		12.15 PM	
9.05		f 12.57	1.21	93		176.7	P.....MOTTINGER.....	202.8		f 3.27	1.35		11.58	
9.20		f 1.03	1.28	92		181.3	P.....BERRIAN.....	198.2		f 3.19	1.28		11.44	
9.40		f 1.12	1.35	93	9	186.6	D.....PLYMOUTH.....MO	192.9	W	f 3.10	1.18		11.28	
9.55		f 1.18	1.41	93		190.6	P.....BARGER.....	188.9		f 3.03	1.13		11.15	
10.07		f 1.24	1.46	93		194.4	P.....COOLIDGE.....	185.1		f 2.57	1.07		11.05	
10.23		f 1.32	1.52	92	10	199.0	P.....PATERSON.....	180.5		f 2.48	1.00		10.50	
10.38		f 1.38	1.58	93		203.1	SAGE.....	176.4		f 2.42	12.54		10.38	
10.59		s 1.47	2.06	93	23	208.8	D.....WHITCOMB.....Z	170.7	W	s 2.32	12.46		10.20	
11.21		1.58	2.15	93		215.4	P.....CARLEY.....	164.1		2.19	12.35		9.55	
		f 2.02			15	217.2	P.....ALDERDALE.....	162.3		f 2.16	f 12.33			
11.40		f 2.10	2.23	93		221.6	P.....McCREDIE.....	157.9		f 2.10	12.27		9.35	
11.58		f 2.18	2.31	93		226.9	P.....MOONAX.....	152.6	W	f 1.59	12.19		9.15	
12.18 PM		s 2.28	f 2.39	92	39	232.8	D.....ROOSEVELT.....RE	146.7	W	s 1.50	s 12.10		8.53	
12.38		f 2.37	2.47	92	20	238.7	P.....SUNDALE.....	140.8		f 1.40	12.01 AM		8.32	
12.57		f 2.47	2.55	92		244.0	FOUNTAIN.....	135.5	W	f 1.30	11.53		8.12	
1.22		f 2.55	3.01	92		248.9	P.....GOODNOE.....	130.6		f 1.22	11.46		7.55	
1.40		f 3.02	3.07	93		253.6	P.....TOWAL.....	125.9		f 1.14	11.39		7.37	
2.05		f 3.13	3.17	100	17	260.6	P.....CLIFFS.....	118.9	W	f 1.02	11.28		7.12	
2.20		s 3.22	f 3.23	92	34	265.2	P.....MARYHILL.....	114.3		s 12.53	f 11.22		6.55	
2.55 PM		s 3.35 PM	s 3.35 AM	Yard		273.4	DN.....FALLBRIDGE.....BC	106.1	WCTBY	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 38.8		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., 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.

WESTWARD										FIRST SUB-DIVISION — BETWEEN FALLBRIDGE AND VANCOUVER										EASTWARD						5
FOURTH CLASS		THIRD CLASS		FIRST CLASS				Car Capacity		Distance from Spokane	Time Table No. 62 IN EFFECT JANUARY 18, 1925		Distance from Portland	Water, Fuel, Wye, Turn Tables, and Scales.	FIRST CLASS				THIRD CLASS		FOURTH CLASS					
201	75	1	7	5	3	Passing Trucks	Other Trucks	6	4		8	2			76	202										
Local Freight Leave Daily Ex. Monday	Time Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily			Passenger Arrive Daily	Passenger Arrive Daily		Passenger Arrive Daily	Passenger Arrive Daily			Time Freight Arrive Daily	Local Freight Arrive Daily Except Sunday										
6.10 AM	4.45 PM	3.40 PM		5.15 AM	3.45 AM		Yard	273.4	DN..... FALLBRIDGE.....BC	106.1	WTCO		12.35 PM	9.00 PM	11.00 PM	5.10 AM	2.45 PM									
6.15	4.48	3.42		5.17	3.47			274.5	 CELILO WYE SWITCH.....	105.0	Y		12.32	8.55	10.57											
6.25	4.58	3.46		5.22	3.50	93		276.7	 AVERY.....	102.8			12.28	8.48	10.52	4.55	2.30									
6.45	5.15	3.53		5.32	3.57	80		281.1	 SPEDIS.....	98.4			12.20	8.39	10.45	4.28	2.02									
7.05	5.33	4.02		5.41	4.04	93	22	285.5	D..... GRANDDALLS.....GS	94.0			12.12 PM	8.28	10.39	4.04	1.45									
7.53	6.07	4.17	3.30 PM	6.00	4.19	94	140	294.2	DN..... LYLE.....YA	85.3	WTC	10.30 AM	11.57	8.08	10.25	3.35	1.10									
			3.40	6.11				299.9	 VILA.....No Siding	79.6		10.19		7.57												
8.50	6.47	4.33	3.48	6.20	4.35	93	69	303.9	D..... WHITE SALMON.....SA	75.6		10.11	11.42	7.47	10.10	3.06	12.30									
9.10	6.58	4.38	3.54	6.27			45	306.9	D..... UNDERWOOD.....N	72.6		10.05	11.37	7.39			12.05 PM									
9.20	7.05	4.42	3.58	6.30	4.43	96	9	308.6	P..... HOOD.....	70.9		10.02	11.34	7.35	10.03	2.52	11.55									
9.52	7.24	4.50	4.07	6.41	4.52	94	31	313.7	D..... COOKS.....KC	65.8	W	9.52	11.27	7.24	9.55	2.37	11.27									
			4.15	6.49				317.8	 COLLINS.....No Siding	61.7		9.43		7.15												
10.40	7.53	5.03	4.23	6.58	5.05	93	13	321.8	D..... CARSON.....AD	57.7	W	9.36	11.13	7.05	9.43	2.12	10.40									
11.07	8.07	5.11	4.32	7.07	5.12	93	56	325.7	D..... STEVENSON.....NS	53.8		9.28	11.07	6.56	9.37	2.00	10.25									
11.30	8.25	5.19	4.42	7.17	5.20	62	10	330.6	P..... CASCADES.....	48.9		9.18	11.00	6.44	9.29	1.43	10.05									
11.55	8.47	5.29	4.53	7.30	5.30	93	19	336.7	N..... SKAMANIA.....B	42.8	W	9.07	10.50	6.30	9.20	1.25	9.45									
12.15 PM	9.12	5.38	5.03	7.41	5.38	92	10	341.7	P..... PRINDLE.....	37.8		8.57	10.43	6.18	9.12	1.08	9.25									
			5.07	7.45				343.9	 CAPE HORN.....No Siding	35.6		8.52		6.13												
12.40	9.38	5.48	5.13	7.53	5.48	118	4	347.3	 MT. PLEASANT.....	32.2		8.47	10.33	6.05	9.03	12.50	8.47									
12.55	10.01	5.56	5.22	8.02	5.56	118	32	351.9	D..... WASHOUGAL.....WS	27.6	W	8.37	10.27	5.56	8.57	12.35	8.25									
1.10	10.17	6.02	5.28	8.08	6.02	93	86	355.1	D..... CAMAS.....MA	24.4		8.31	10.22	5.49	8.52	12.23	8.08									
1.32	10.43	6.09	5.38	8.20	6.09	93	4	360.2	P..... FISHER.....	19.3		8.20	10.14	5.38	8.43	12.05 AM	7.38									
			5.45	8.27				363.0	 ELLSWORTH.....	16.5		8.14		5.29												
1.47			5.47	8.29				364.0	 IMAGE.....	15.5		8.12		5.27												
1.50	11.01	6.17	5.49	8.31	6.17	93		365.0	 McLAUGHLIN.....	14.5		8.10	10.07	5.25	8.37	11.48	7.10									
2.10 PM	11.30 PM	6.25 PM	6.00 PM	8.42 AM	6.25 AM		Yard	369.5	DN..... VANCOUVER.....MX	10.0	WTCYO	8.00 AM	10.00 AM	5.15 PM	8.30 PM	11.30 PM	6.45 AM									

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

			s	7.00 PM	s	6.35 PM	s	9.15 AM	s	7.00 AM	Yard	379.5	PORTLAND Union Depot			7.30 AM	9.30 AM	4.45 PM	8.00 PM		
											Yard	379.5	PORTLAND Hoyt Street Depot	WTCO							
Arrive Daily Ex. Monday		Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday
8.00		6.45		2.45		2.30		3.27		2.40						2.30	2.35	3.45	2.30	5.40	8.00
12.0		14.2		34.6		30.0		27.9		36.0						30.0	37.2	25.6	38.4	17.0	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 Troy and east on G. N., and trains 1 and 3 to let off passengers from same territory.

No. 4 will stop on signal at any point to discharge passengers holding through tickets from points south of Portland and at Carson on signal to discharge passengers from Portland and Vancouver.

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 Lyle to discharge passengers from east of Lyle and at Carson on signal to pick up passengers for Vancouver and Portland.

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.
Waholella,	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	335 feet
13	1.1 miles east of Plymouth	699 feet
14	5.1 miles west of Farrington	203 feet
15	2.5 miles west of Farrington	323 feet
16	3.2 miles east of Farrington	2404 feet
17	0.9 miles west of Kahlutus	2220 feet
18	4.1 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	4	East end	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	8	West end	5, 6, 7, 8
Waholella	43.8	8	West end	5, 6, 7, 8
Greenleaf	46.4	7	East end	5, 6, 7, 8
Nipigon	50.1	5	East end	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	East end	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
Washtucna Ind'y Spur	292.4	175	East 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	23.0	10	East end	Not pass. stop

JUNCTIONS

NAME	Miles from Portland	Switch at
O.-W. R. & N. Ry.	6.9	
N. P. Ry., G. N. Ry. and O.-W. R. & N. Co.	9.9	
Greenleaf Lumber Co.	46.3	
Fourth Subdivision	85.4	
Oregon Trunk Ry.	106.1	
Northern Pacific Ry.	229.7	
Northern Pacific Ry.	232.0	
Northern Pacific Ry.	233.5	
Northern Pacific Ry.	256.9	
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.

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**
- No. 4. Portland, Vancouver, Fallbridge, Pasco, Spokane, Goldendale. Lyle for Nos. 6, 7, 390 and 391.
- STANDARD CLOCKS AND BULLETIN BOARDS**
- No. 5. Portland, Vancouver, Lyle, Fallbridge, Pasco, Spokane.
- No. 6. Between Pasco and Ainsworth Jet. 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**
- No. 10. 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, passenger trains must not exceed twenty-five (25) miles per hour and freight trains twenty (20) miles per hour, and all trains will reduce speed to 15 miles per hour on Curves between Centerville and Goldendale. 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 263-1 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 Washtucna. 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 Scribner will be kept set and locked for line to Marshall Junction N.P.
- No. 14. Switch at Marshall Junction N. P. is governed by Marshall Interlocking Tower Signals and Rules.
- No. 15. Switch at Ft. Wright Junction is governed by G. N. Interlocking Tower, Signals and Rules.
- No. 16. All westward trains will come to full stop between 200 and 400 feet from Snake River Jet. and Ainsworth Jet., and know the way is clear before proceeding.
- CLEARANCE TABLE**
- | | 1 Wide | 2' Wide | 3' Wide | 4' Wide | 5' Wide | 6' Wide | 7' Wide | 8' Wide | 8' 6" Wide | 9' Wide | 10' Wide | 11' Wide |
|--------------------|--------|---------|---------|---------|---------|---------|---------|---------|------------|---------|----------|----------|
| Portland-Vancouver | 19' 4" | 19' 4" | 19' 4" | 19' 4" | 19' 4" | 19' 4" | 19' 4" | 19' 4" | 19' 4" | 19' 4" | 18' 3" | 17' 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 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. 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 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-A 3	D 1	D 5	D 7	N 2-N 7	N 4-N 5	N 6-P 1	C 1	O 1	G. C. &
		1-5 7-8	100-109	M 1-M 2 156-200 201	160- 162	355-364 335-337	300-305 315	450-466 325-326	600-609	500-502	W. R. 1 & 2
Portland to Vancouver	.5	1717	1900	976	1520	2139	1650	1979	1164	2950	1175
Vancouver-Snak. River	.2		3031	1556	2750	3409	2941	3200	1899	4500	1900
Snake River-Marshall	.4		2200		1800	2200	1930	2200	1248	3200	
Marshall-Parkwater (N.P.)	1.0		1181		850	1279	908	1214	600	1750	
Marshall-Spokane (GN)	.8		1086		1025	1239	1115	1169	638	2000	
Spokane-Marshall (GN)	.9		1110		915	1110	1000	1025	615	1850	
Parkwater-Marshall	1.2		891		635	1014	750	979	513	1500	
Marshall-Mock	.4		2031		1800	2009	1930	2009	1343	3200	
Mock-Vancouver	Down		4468	2251	3500	4600	3800	4524	2908	6000	
Vancouver-Portland	.2	3002	3360	1718	2750	3775	2941	3419	2108	4500	1900
Lyle-Goldendale				285							350

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

L. H. JAMES, Dispatcher, Portland
 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

J. H. CLANEY, Dispatcher, Spokane
 C. G. WILCOX, Dispatcher, "
 F. WOODS, Dispatcher, "
 H. JACKSON, Dispatcher, "

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