

SPOKANE, PORTLAND & SEATTLE R'Y CO.

VANCOUVER DIVISION

TIME TABLE No. 65

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

SUNDAY, MAY 6, 1928

**SUPERSEDING TIME TABLE NO. 64 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

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 SUB-DIVISION (Continued). BLOCK DISTRICT—AINSWORTH JUNCTION TO PASCO

3

Car Capacity of Sidings	Distance from Spokane	TIME TABLE No. 65 IN EFFECT MAY 6, 1928	Distance from Portland	Water, Fuel, Wyes, Turn Tables and Scales.	FIRST CLASS										SECOND CLASS			THIRD CLASS				
					352	1	350	354	348	3								379	275	912	908	910
					N. P. Motor Car Leave Daily	S. P. & S. Passenger Leave Daily	N. P. Motor Car Leave Daily	N. P. Motor Car Leave Daily	N. P. Passenger Leave Daily	S. P. & S. Passenger Leave Daily								N. P. Time Freight Leave Daily	S. P. & S. Time Frt. Leave Daily	N. P. Way Freight Lv. Tues. Thur., Sat.	N. P. Way Freight Lv. Daily Ex. Sunday	N. P. Way Freight Lv. Mon. Wed., Fri.
	146.0	DN.....AINSWORTH JCT.....AJ	233.5	J	9.53AM	11.25AM	5.48PM	6.13PM	9.12PM	11.45PM								2.07AM	6.00AM	12.42PM	1.25PM	2.47PM
Yard	148.8	DN.....PASCO.....PA	230.7	WCTO	10.00AM	11.30AM	5.55PM	6.20PM	9.20PM	11.50PM								2.15AM	6.10AM	12.55PM	1.35PM	2.55PM
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Arrive Daily	Arrive Daily	Ar. Tues. Thur., Sat.	Ar. Daily Ex. Sunday	Ar. Mon. Wed., Fri.

BETWEEN AINSWORTH JUNCTION AND PASCO ALL TRAINS WILL BE HANDLED UNDER BLOCK CARD SYSTEM. SEE TIME TABLE RULES 6, 7 AND 8

EASTWARD

THIRD SUB-DIVISION (Continued). BLOCK DISTRICT—PASCO TO AINSWORTH JUNCTION

Car Capacity of Sidings	Distance from Spokane	TIME TABLE No. 65 IN EFFECT MAY 6, 1928	Distance from Portland	Water, Fuel, Wyes, Turn Tables and Scales.	FIRST CLASS										SECOND CLASS			THIRD CLASS				
					2	347	351	349	4	353								907	909	276	380	602
					S. P. & S. Passenger Arrive Daily	N. P. Passenger Arrive Daily	N. P. Motor Car Arrive Daily	N. P. Motor Car Arrive Daily	S. P. & S. Passenger Arrive Daily	N. P. Motor Car Arrive Daily								N. P. Way Freight Ar. Daily Ex. Sunday	N. P. Way Freight Ar. Daily Ex. Sunday	S. P. & S. Time Frt. Arrive Daily	N. P. Time Freight Arrive Daily	N. P. Time Frt. Arrive Daily
	146.0	DN.....AINSWORTH JCT.....AJ	233.5	J	3.25AM	3.47AM	11.40AM	11.50AM	5.45PM	7.10PM								4.00AM	4.10AM	3.40PM	7.38PM	8.35PM
Yard	148.8	DN.....PASCO.....PA	230.7	WCTO	3.20AM	3.40AM	11.35AM	11.45AM	5.40PM	7.05PM								3.50AM	4.00AM	3.30PM	7.30PM	8.25PM
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily

BETWEEN PASCO AND AINSWORTH JUNCTION ALL TRAINS WILL BE HANDLED UNDER BLOCK CARD SYSTEM. SEE TIME TABLE RULES 6, 7 AND 8

WESTWARD

FOURTH SUB-DIVISION—BETWEEN GOLDENDALE AND LYLE

EASTWARD

THIRD CLASS		SECOND CLASS			FIRST CLASS			Car Capacity		Distance from Goldendale	TIME TABLE No. 65 IN EFFECT MAY 6, 1928		Distance from Lyle	Water, Fuel, Wyes, Turn Tables and Scales.	FIRST CLASS				SECOND CLASS				THIRD CLASS	
391	Local Freight Lv. Daily Ex. Sunday				7	Passenger	Passing Tracks	Other Tracks	STATIONS						6	Passenger	Arrive Daily					390	Local Freight Ar. Daily Ex. Sunday	
	7.00AM					1.25PM		70	0.0	D.....GOLDENDALE.....GD	41.6	WY	s 1.10PM								2.40PM			
	7.25					s 1.41		24	6.3	P.....CENTERVILLE.....	35.3		s 12.52							2.15				
	7.40					f 1.55		20	11.3	WARWICK.....	30.3	W	s 12.38						7	1.55				
	8.06					f 2.16		10	18.9	SWALE.....	22.7		f 12.16PM							1.25				
	8.30					f 2.35		17	24.7	WAHIAKUS.....	16.9		f 11.58							1.00				
	9.00					s 2.46		32	28.2	D.....KLICKITAT.....KI	13.4	W 1/2 Mi. East	s 11.50							12.45				
	9.15					f 2.56	12		31.3	PITT.....	10.3		f 11.40							12.01PM				
	9.30					f 3.06			35.2	WRIGHTS.....	6.4		f 11.30							11.45				
	10.00AM					s 3.25PM	94	140	41.6	DN.....LYLE.....YA	0.0	WTC	11.10AM							11.20AM				
	Ar. Daily Ex. Sunday					Arrive Daily							Leave Daily							Lv. Daily Ex. Sunday				
	3.00 13.8					2.00 20.8				Time Over Sub-Division Average Speed Per Hour			2.00 20.8							3.20 12.5				

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.

SECOND SUB-DIVISION																
THIRD CLASS		FIRST CLASS			Car Capacity		Distance from Spokane	TIME TABLE No. 65 IN EFFECT MAY 6, 1928		Distance from Portland	Water, Fuel, Wyes, Turn Tables and Seats.	FIRST CLASS			THIRD CLASS	
	275		3	1	Passing Tracks	Other Tracks		STATIONS				2	4			276
	Time Freight		Passenger	Passenger										Passenger	Passenger	
	Leave Daily		Leave Daily	Leave Daily								Arrive Daily	Arrive Daily		Arrive Daily	
	7.20AM		11.55PM	11.35AM		Yard	148.8	DN.....PASCO.....PA	230.7	WCTOY		3.15AM	5.35PM		2.00PM	
BETWEEN S. P. & S. JCT. & PASCO TRAINS WILL BE GOVERNED BY N. P. RY., PASCO DIV. TIME TABLE AND RULES																
	7.30		11.59	11.39			149.8	S. P. & S. JUNCTION.....	229.7			3.09	5.29		1.48	
	7.32		12.02AM	11.42	84	15	150.3	DN.....KENNEWICK.....KN	229.2			3.08	5.28		1.45	
	7.48		12.10	11.51	83	23	155.4	P.....FINLEY.....	224.1			3.00	5.19		1.25	
	8.02		12.16	11.57	93	14	159.6	P.....HOVER.....	219.9			2.54	5.12		1.05	
	8.23		12.24	12.07PM	93		166.1	N.....YELLEPT.....PY	213.4	W		2.45	5.02		12.35	
	8.40		12.32	12.15	90		171.3	P.....TOMAR.....	208.2			2.37	4.53		12.15PM	
	8.58		12.38	12.23	93		176.7	P.....MOTTINGER.....	202.8			2.30	4.44		11.55	
	9.13		12.45	12.30	92		181.3	P.....BERRIAN.....	198.2			2.22	4.37		11.38	
	9.31		12.52	12.38	93	9	186.6	D.....PLYMOUTH.....MO	192.9	W		2.15	4.28		11.20	
	9.45		12.57	12.43	93		190.6	P.....BARGER.....	188.9			2.08	4.22		11.07	
	9.57		1.02	12.50	93		194.4	P.....COOLIDGE.....	185.1			2.03	4.15		10.55	
	10.12		1.08	12.56	92	10	199.0	P.....PATERSON.....	180.5			1.57	4.08		10.40	
	10.25		1.13	1.02	93		203.1	P.....SAGE.....	176.4			1.50	4.02		10.25	
	10.43		1.21	1.11	93	15	208.8	D.....WHITCOMB.....Z	170.7	W		1.42	3.52		10.05	
	11.05		1.32	1.21	93		215.4	P.....CARLEY.....	164.1			1.32	3.42		9.40	
				1.23		15	217.2	P.....ALDERDALE.....	162.3				3.38			
	11.22		1.40	1.30	93		221.6	P.....McCREDIE.....	157.9			1.22	3.32		9.20	
	11.37		1.47	1.38	93		226.9	P.....MOONAX.....	152.6	W		1.15	3.23		9.03	
	11.55		1.55	1.47	92	39	232.8	D.....ROOSEVELT.....RE	146.7	W		1.07	3.14		8.43	
	12.13PM		2.02	1.55	92	20	238.7	P.....SUNDALE.....	140.8			12.58	3.04		8.22	
	12.30		2.10	2.03	92		244.0	FOUNTAIN.....	135.5	W		12.50	2.56		8.05	
	12.45		2.17	2.11	92		248.9	P.....GOODNOE.....	130.6			12.43	2.48		7.48	
	12.59		2.23	2.17	93		253.6	P.....TOWAL.....	125.9			12.36	2.40		7.32	
	1.20		2.32	2.28	100	17	260.6	P.....CLIFFS.....	118.9			12.26	2.28		7.08	
	1.35		2.38	2.37	92	34	265.2	P.....MARYHILL.....	114.3			12.19	2.20		6.53	
	2.00PM		2.50AM	2.50PM		Yard	273.4	DN.....WISHRAM.....BC	106.1	WCTOY		12.07AM	2.05PM		6.25AM	
	Arrive Daily		Arrive Daily	Arrive Daily								Leave Daily	Leave Daily		Leave Daily	
	6.40		2.55	3.15								3.08	3.30		7.35	
	18.7		42.7	38.3								39.8	35.6		16.4	
Time Over District Average Speed Per Hour																

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.

All trains will enter passenger yard at Pasco under absolute control.

DERAIL SWITCHES

Sundale, 200 feet from east end Industry track.
 Plymouth, 200 feet from west end Industry track.
 Hover, 200 feet from east end Industry track.

WESTWARD										FIRST SUB-DIVISION—BETWEEN WISHRAM AND VANCOUVER										EASTWARD				5			
FOURTH CLASS		THIRD CLASS		FIRST CLASS					Car Capacity		Distance from Spokane	TIME TABLE No. 65 IN EFFECT MAY 6, 1928		Distance from Portland	Water, Fuel, Wyes, Turn Tables and Scales.	FIRST CLASS					THIRD CLASS		FOURTH CLASS				
	301		275		7	1	5	3	Passing Tracks	Other Tracks		STATIONS					6	4	8	2		276		302			
	Local Freight Leave Daily Ex. Sunday		Time Freight Leave Daily		Passenger Leave Daily	Passenger Leave Daily	Mixed Leave Daily Ex. Sunday	Passenger Leave Daily												Passenger Arrive Daily	Passenger Arrive Daily	Mixed Arrive Daily	Passenger Arrive Daily		Time Freight Arrive Daily		Local Freight Arrive Daily Ex. Sunday
	6.10AM		4.45PM			2.55PM	6.00AM	2.55AM		Yard	274.4	DN.....WISHRAM.....BC	106.1	WTCO		s 2.00PM	s 10.40PM	s 11.59PM			5.00AM		2.45PM				
	6.15		4.50			2.57	6.02	2.57			274.5	CELILO WYE SWITCH.....	105.0	Y			10.36										
	6.25		4.57			3.00	f 6.07	3.01	93		276.7	AVERY.....	102.8			1.52	f 10.30	11.53			4.45		2.30				
	6.45		5.13			3.08	f 6.17	3.08	80		281.1	SPEARFISH.....	98.4			1.46	f 10.20	11.46			4.25		2.10				
	7.05		5.28			f 3.15	s 6.26	3.17	93	22	285.5	D.....GRANDDALLS.....GS	94.0			302 1.40	s 10.09	11.39			4.05		1.40				
	7.53		6.00			3.45PM	s 6.44	3.32	94	140	294.2	DN.....LYLE.....YA	85.3	WTC	s 10.55AM	s 1.26	s 9.48	11.26			3.32		12.45				
					f 3.56		f 6.55		93		299.9	VILA.....No Siding	79.6		f 10.44		f 9.35										
	8.35		6.35		s 4.05	s 3.47	s 7.05	f 3.48		78	303.9	D.....WHITE SALMON.....SA	75.6		s 10.37	s 1.11	s 9.24	s 11.11			2.40		12.01PM				
	8.50		6.45		s 4.11	3.52	s 7.11		96	45	306.8	D.....UNDERWOOD.....N	72.7		s 10.31	1.05	s 9.17						11.50				
	8.57		6.52		f 4.14	3.55	f 7.14	3.56	94	9	308.6	P.....HOOD.....	70.9		f 10.27	1.02	f 9.13	11.03			2.26		11.40				
	9.20		7.10		s 4.24	4.03	s 7.25	4.04		31	313.7	D.....COOKS.....KC	65.8	W	s 10.17	12.56	s 9.01	10.56			2.12		11.20				
	10.01		7.39		s 4.40	4.17	s 7.42	4.18	93	13	321.8	D.....CARSON.....AD	57.7	W	s 10.01	12.43	s 8.40	10.43			1.50		10.50				
	10.30		7.54		s 4.48	f 4.24	s 7.51	f 4.25	93	56	325.7	D.....STEVENSON.....NS	53.8		s 9.52	f 12.38	s 8.31	10.37			1.40		10.30				
	10.57		8.18		f 4.58	4.33	f 8.01	4.33	62	10	330.6	P.....CASCADES.....	48.9		f 9.42	12.30	f 8.18	10.29			1.25		10.13				
	11.35		8.40		f 5.09	4.43	s 8.14	4.43	93	19	336.7	N.....SKAMANIA.....B	42.8	W	f 9.31	12.20	f 8.03	10.20			1.10		9.50				
	12.12		9.02		f 5.20	4.52	f 8.25	4.52	92	10	341.7	P.....PRINDLE.....	37.8		f 9.20	12.12	f 7.52	10.12			12.55		9.20				
					f 5.24		f 8.29				343.9	CAPE HORN.....No Siding	35.6		f 9.15		f 7.46										
	12.35		9.30		f 5.31	5.01	f 8.37	5.02	118	4	347.3	MT. PLEASANT.....	32.2		f 9.08	12.03PM	f 7.37	10.03			12.40		8.37				
	12.55		9.57		s 5.40	5.08	s 8.46	5.10	118	32	351.9	D.....WASHOUGAL.....WS	27.6	W	s 9.00	11.57	s 7.27	9.57			12.28		8.15				
	1.10		10.15		s 5.46	f 5.14	s 8.53	5.16	93	86	355.1	D.....CAMAS.....MA	24.4		s 8.53	f 11.52	s 7.19	9.52			12.20		7.58				
	1.30		10.38		f 5.56	5.23	f 9.05	5.24	93	4	360.2	P.....FISHER.....	19.3		f 8.43	11.43	f 7.07	9.44			12.05AM		7.32				
					f 6.02		f 9.10			13	363.0	ELLSWORTH.....	16.5		f 8.38		f 7.00										
					f 6.04		f 9.12			17	364.0	IMAGE.....	15.5		f 8.36		f 6.58										
	1.50		11.00		6.06	5.31	9.14	5.32	93		365.0	McLOUGHLIN.....	14.5		8.34	11.37	6.56	9.37			11.45		7.10				
	2.10PM		11.30PM		s 6.15PM	s 5.40PM	s 9.25AM	s 5.40AM		Yard	369.5	DN.....VANCOUVER.....MX	10.0	WTCYO	8.25AM	11.30AM	6.45PM	9.30PM			11.30PM		6.45AM				

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

					s 6.45PM	s 6.10PM	s 9.55AM	s 6.10AM		Yard	379.5	DN. PORTLAND, Union Depot. VC			7.55AM	11.00AM	6.05PM	9.00PM						
										Yard	379.5	DN. PORTLAND, Hoyt Street Depot. OW		WTCO										
	Arrive Daily Ex. Sunday	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily		Leave Daily Ex. Sunday	
	8.00 12.0	6.45 14.2			2.30 30.0	2.45 34.6	3.25 28.1	2.45 34.6				Time Over District Average Speed Per Hour			2.30 30.0	2.30 38.4	3.55 24.5	2.30 38.4			5.30 17.5		8.00 12.0	

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains 2 and 4 will stop on signal at all points to pick up passengers for points Missoula and east on N. P. and 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 Stevenson to pick up passengers for scheduled points east of Wishram and 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, and at Lyle to discharge passengers from Spokane or east thereof, and on Sundays at any point west of Wishram to discharge passengers from points east of Wishram.

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.
Washougal, 200 feet from west end industry track.
200 feet from west end stock yard spur.
Cascades, 600 feet from east end of Donovan-Dubois spur.

Home Valley, 200 feet from east end industry track.
Hood, 200 feet from east end industry track.
Lyle, 150 feet from west end Union Meat Co. spur.
Granddalles, 200 feet from each 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 Wishram	385 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	2494 feet
17	0.9 miles west of Kahlotus	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	11	East end	Not pass. stop
Standard Oil Co.	25.5	1	West end	Not pass. stop
Syerson	36.4	1	West end	Not pass. stop
St. Cloud	39.8	1	West end	5, 6, 7, 8
Wahclella	43.8	1	West end	5, 6, 7, 8
Greenleaf	46.4	7	East end	5, 6, 7, 8
Fort Rains	50.1	1	West end	5, 6, 7, 8
Rybro	52.9	7	East end	Not pass. stop
Youman	56.1	1	East end	5, 6, 7, 8
Home Valley	59.3	5	East end	5, 6, 7, 8
Highway Spur	60.1	17	West end	Not pass. stop
Collins	61.7	1	West end	5, 6, 7, 8
Sepsecan	63.2	1	West end	5, 6, 7, 8
Swan-Haman Spur	81.6	18	West end	Not pass. stop
Swan-Haman	82.4	1	West end	5, 6, 7, 8
Skadat	90.1	6	West end	Not pass. stop
Packer	101.5	1	East end	5, 8
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
Miles from Lyle				
Doubling Spur	1.6	10	East end	Not pass. stop
Moorehouse Spur	12.6	3	East end	Not pass. stop

JUNCTIONS

NAME	Miles from Portland	Switch at
O.-W. R. & N. Co.	6.9	
N. P. Ry., G. N. Ry. and O.-W. R. & N. Co.	9.9	
Columbia River Timber 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	
Miles from Lyle		
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. Camas—Yard limit boards: east, 3000 feet east of east House track switch; west, 3000 feet west of west passing track switch. Lyle—Yard limit boards: west, 3514 feet west of west passing track switch; east, 3092 feet east of east switch. Wishram—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. Kennewick—Yard limit boards: east, 250 feet west of head block, S. P. & S. Jct.; west, 2000 feet west of west passing track 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, Portland
F. X. ADAMS, Dispatcher, Portland
L. S. NELSON, Dispatcher, Portland
R. E. WHITE, Dispatcher, Portland

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

J. F. GANNAWAY, Dispatcher, Spokane
J. H. CLANEY, Dispatcher, Spokane
F. WOODS, Dispatcher, Spokane
H. JACKSON, Chief Dispatcher, Spokane

COMPANY SURGEONS

DR. JAS. C. ZAN, Chief Surgeon, Portland.
DR. JOHN C. ADAMS, Assistant Surgeon, Portland.
DR. R. D. WISWALL, Local Surgeon, Vancouver.
DR. W. B. McMAKIN, Local Surgeon, Camas,
DR. H. W. CLEARWATER, Local Surgeon, Washougal.
DR. JOHN BARBER, Local Surgeon, Stevenson.
DR. W. H. WARNER, Local Surgeon, White Salmon.
DR. H. H. HARTLEY, Local Surgeon, Goldendale.
DR. W. F. SHORTS, Local Surgeon, Wishram.
DR. H. B. O'BRIEN, Local Surgeon, Pasco.
DR. A. L. VICTOR, Local Surgeon, Washtucna.
DR. E. R. NORTHROP, Local Surgeon, 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	Baggage Room
VANCOUVER	Baggage Room
VANCOUVER	Wrecker
COOKS	Station
LYLE	Station
WISHRAM	Station
WISHRAM	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 Inspector, 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, Spokane

SPECIAL RULES

- Special rules supersede rules and regulations of transportation department.
- Trains will date from time due to leave initial stations.
- 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, Wishram, Pasco, Spokane, Goldendale.
Lyle for Nos. 6, 7, 390 and 391.

STANDARD CLOCKS AND BULLETIN BOARDS

- Portland, Vancouver, Lyle, Wishram, Pasco, Spokane.

BLOCK DISTRICT

- 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.
- 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, passenger trains must not exceed twenty-five (25) miles per hour and freight trains fifteen (15) miles per hour, and all trains will reduce speed to 10 miles per hour on Sharp Curves.
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 Redd; 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 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 Wishram yard.
All trains will reduce speed to 15 miles per hour over junction Switch Scribner.

GENERAL

- Switch at Ainsworth Junction will be kept set and locked for Spokane, Portland & Seattle main line.
- Switch at Snake River Junction will be kept set and locked for Spokane, Portland & Seattle main line.
- Junction Switch Scribner will be kept set and locked for line to Marshall Junction N. P.
- Switch at Marshall Junction N. P. is governed by Marshall Interlocking Tower Signals and Rules.
- Switch at Ft. Wright Junction is governed by G. N. Interlocking Tower, Signals and Rules.
- 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. All westward trains will come to a full stop between 200 and 400 feet from Scribner Junction, and know the way is clear before proceeding.

CLEARANCE TABLE

	HEIGHT ABOVE TOP OF RAIL										
	1' Wide	2' Wide	3' Wide	4' Wide	5' Wide	6' Wide	7' Wide	8' Wide	8'6" Wide	9' Wide	10' Wide
Portland-Vancouver	19'4"	19'4"	19'4"	19'4"	19'4"	19'4"	19'4"	19'4"	19'2"	19'	18'3"
Vancouver-Spokane	20'	20'	19'6"	19'6"	19'6"	19'	19'	18'6"	18'	18'	17'6"
Lyle-Goldendale	20'	20'	19'6"	19'6"	19'6"	19'	19'	18'6"	18'	18'	17'6"

Conductors must be absolutely positive that loads do not exceed these dimensions and must not move cars of greater dimensions without instructions from Superintendent.

- Sign reading "Impaired Clearance" placed upon switch stand at entrance of spur or siding indicates there are platforms or structure 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.

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOSES

DISTRICT	Ruling Grade	CLASS AND ENGINE										
		D-1 100-102 104-109	H-1 620-621	N 2-N 7 355-365 335-337	N 4-N 5 300-305 315	N 6-F 1 452-466 325-326	F 1-B 450-451	C 1 600-609	01-03 500-505 530-532	O 2 525		
Portland-Vancouver	.5	1900	2100	2000	1650	1980	2070	1260	2950	2370		
Vancouver-Snake River	.2	3030	3300	3200	2940	3200	3300	2000	4800	3800		
Snake River-Mock	.4	2200	2420	2200	1930	2200	2300	1350	3200	2700		
Mock-Spokane (GN)	Down	4470	4600	4400	3800	4525	4625	2910	6000	5500		
Spokane-Hillyard (GN)	1.0	1180	1300	1250	910	1215	1315	700	1850	1460		
Hillyard-Overlook	1.0	1180	1300	1250	910	1215	1315	700	1850	1460		
Overlook-Mock	.4	2200	2420	2200	1930	2200	2300	1350	3200	2700		
Mock-Vancouver	Down	4470	4600	4400	3800	4525	4625	2910	6000	5500		
Vancouver-Portland	.2	3030	3300	3200	2940	3200	3300	2000	4800	3800		