

SPOKANE, PORTLAND & SEATTLE R'Y CO.

VANCOUVER DIVISION

TIME TABLE No. 66

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

SUNDAY, JULY 29, 1928

**SUPERSEDING TIME TABLE NO. 65 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYEES 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 SUB-DIVISION (Continued). BLOCK DISTRICT—AINSWORTH JUNCTION TO PASCO

3

Car Capacity of Sidings	Distance from Spokane	TIME TABLE No. 66 IN EFFECT JULY 29, 1928		Distance from Portland	Water, Fuel, Wyse, Turn Tables and Scales.	FIRST CLASS												SECOND CLASS			THIRD CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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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. 66 IN EFFECT JULY 29, 1928	Distance from Portland	Water, Fuel, Wyse, Turn Tables and Scales.	FIRST CLASS												SECOND CLASS			THIRD CLASS				
					2	347	351	349	4	353											907	909	276	380
		S. P. & S. Passenger			N. P. Passenger	N. P. Motor Car	N. P. Motor Car	S. P. & S. Passenger	N. P. Motor Car											N. P. Way Freight	N. P. Way Freight	S. P. & S. Time Frt.	N. P. Time Freight	N. P. Time Frt.
		Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily											Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily
	146.0	DN.....AINSWORTH JCT.....AJ 2 8	233.5	J	3.25AM	3.57AM	11.40AM	11.50AM	5.45PM	7.10PM														
Yard	148.8	DN.....PASCO.....PA	230.7	WCTO	3.20AM	3.50AM	11.35AM	11.45AM	5.40PM	7.05PM														
					Leave Daily	Leave Daily	Leave Daily	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. 66 IN EFFECT JULY 29, 1928		Distance from Lyle	Water, Fuel, Wyse, 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	1.10PM						2.40PM			
	7.25					1.41		24	6.3	P.....CENTERVILLE.....	35.3		12.52						2.15			
	7.40					1.55		20	11.3	WARWICK.....	30.3	W	12.38						7			
	8.06					2.16		10	18.9	SWALE.....	22.7		12.16PM						1.55			
	8.30					2.35		17	24.7	WAHIAKUS.....	16.9		11.58						1.25			
	9.00					2.46		32	28.2	D.....KLICKITAT.....KI	13.4	W 1/2 Mi. East	11.50						1.00			
	9.15					2.56	12		31.3	PITT.....	10.3		11.40						12.45			
	9.30					3.06			35.2	WRIGHTS.....	6.4		11.30						12.01PM			
	10.00AM					3.25PM	94	140	41.6	DN.....LYLE.....YA	0.0	WTC	11.10AM						11.45			
	Ar. Daily Ex. Sunday					Arrive Daily							Leave Daily						11.20AM			
	3.00 13.8					2.00 20.8				Time Over Sub-Division Average Speed Per Hour									Lv. Daily Ex. Sunday			
													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.

THIRD CLASS		FIRST CLASS				Car Capacity		Distance from Spokane	TIME TABLE No. 66 IN EFFECT JULY 29, 1928		Distance from Portland	Water, Fuel, Wyes, Turn Tables and Scales	FIRST CLASS				THIRD CLASS			
	275			3	1	Passing Tracks	Other Tracks		STATIONS				2	4			276			
Time Freight				Passenger	Passenger				Arrive Daily	Leave Daily			Arrive Daily	Leave Daily	Passenger	Passenger	Arrive Daily	Leave Daily	Time Freight	Arrive Daily
	7.20AM			12.45AM	11.35AM		Yard	148.8	DN.....PASCO.....PA	1.0	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			12.49	11.39			149.8	S. P. & S. JUNCTION.....		229.7		3.09	5.29			1.48			
	7.32			12.51	11.42	84	15	150.3	DN.....KENNEWICK.....KN	0.5	229.2		3.08	5.28			1.45			
	7.48			12.59	11.51	83	23	155.4	P.....FINLEY.....	5.1	224.1		3.01	5.19			1.25			
	8.02			1.05	11.57	93	14	159.6	P.....HOVER.....	4.2	219.9		2.55	5.12			1.05			
	8.23			1.13	12.07PM	93		166.1	N.....YELLEPIT.....PY	6.5	213.4	W	2.46	5.02			12.35			
	8.40			1.20	12.15	90		171.3	P.....TOMAR.....	5.2	208.2		2.38	4.53			12.15PM			
	8.58			1.27	12.23	93		176.7	P.....MOTTINGER.....	5.4	202.8		2.31	4.44			11.55			
	9.13			1.33	12.30	92		181.3	P.....BERRIAN.....	4.6	198.2		2.23	4.37			11.38			
	9.31			1.40	12.38	93	9	186.6	D.....PLYMOUTH.....MO	5.3	192.9	W	2.17	4.28			11.20			
	9.45			1.46	12.43	93		190.6	P.....BARGER.....	4.0	188.9		2.10	4.22			11.07			
	9.57			1.52	12.50	93		194.4	P.....COOLIDGE.....	3.8	185.1		2.05	4.15			10.55			
	10.12			2.00	12.56	92	10	199.0	P.....PATERSON.....	4.6	180.5		1.58	4.08			10.40			
	10.25			2.04	1.02	93		203.1	P.....SAGE.....	4.1	176.4		1.50	4.02			10.25			
	10.43			2.12	1.11	93	15	208.8	D.....WHITCOMB.....Z	5.7	170.7	W	1.42	3.52			10.05			
	11.05			2.21	1.21	93		215.4	P.....CARLEY.....	6.6	164.1		1.32	3.42			9.40			
				2.23	1.23		15	217.2	P.....ALDERDALE.....	1.8	162.3			3.38						
	11.22			2.30	1.30	93		221.6	P.....McGREDIE.....	4.4	157.9		1.23	3.32			9.20			
	11.37			2.37	1.38	93		226.9	P.....MOONAX.....	5.3	152.6	W	1.15	3.23			9.03			
	11.55			2.45	1.47	92	39	232.8	D.....ROOSEVELT.....RE	5.9	146.7	W	1.07	3.14			8.43			
	12.13PM			2.53	1.55	92	20	238.7	P.....SUNDALE.....	5.9	140.8		12.58	3.04			8.22			
	12.30			3.00	2.03	92		244.0	FOUNTAIN.....	5.3	135.5	W	12.50	2.56			8.05			
	12.45			3.07	2.11	92		248.9	P.....GOODNOE.....	4.9	130.6		12.43	2.48			7.48			
	12.59			3.13	2.17	93		253.6	P.....TOWAL.....	4.7	125.9		12.36	2.40			7.32			
	1.20			3.22	2.28	100	17	260.6	P.....CLIFFS.....	7.0	118.9		12.26	2.28			7.08			
	1.35			3.28	2.37	92	34	265.2	P.....MARYHILL.....	4.6	114.3		12.19	2.20			6.53			
	2.00PM			3.40AM	2.50PM		Yard	273.4	DN.....WISHRAM.....BC	8.2	106.1	WCTOY	12.07AM	2.05PM			6.25AM			
	Arrive Daily			Arrive Daily	Arrive Daily								Leave Daily	Leave Daily			Leave Daily			
	8.40			2.55	3.15				Time Over District				3.08	3.30			7.35			
	18.7			42.7	38.3				Average Speed Per Hour				39.8	35.6			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.

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. 66 IN EFFECT JULY 29, 1928		Distance from Portland	Water, Fuel, Wye, Turn Tables and Scales.	FIRST CLASS				THIRD CLASS		FOURTH CLASS									
301	Local Freight Leave Daily Ex. Sunday	275	Time Freight Leave Daily	7	1	5	3	Passing Tracks	Other Tracks		STATIONS				6	4	8	2	276	Time Freight Arrive Daily	302	Local Freight Arrive Daily Ex. Sunday								
				Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily				Passenger Arrive Daily	Passenger Arrive Daily			Mixed Arrive Daily	Passenger Arrive Daily														
6.10AM		4.45PM			2.55PM	6.00AM	3.45AM		Yard	273.4	DN.....WISHRAM.....BC	106.1	WTCO		2.00PM	10.40PM	11.59PM		5.00AM		2.45PM									
6.15		4.50			2.57	6.02	3.47			274.5	CEILO WYE SWITCH.....	105.0	Y			10.36														
6.25		4.57			3.00	6.07	3.51	93		276.7	AVERY.....	102.8			1.52	10.30	11.53		4.45		2.30									
6.45		5.13			3.08	6.17	3.58	80		281.1	SPEARFISH.....	98.4			1.46	10.20	11.46		4.25		2.10									
7.05		5.28			3.15	6.26	4.07	93	22	285.5	D.....GRANDDALLIES.....GS	94.0			1.40	10.09	11.39		4.07		1.40									
7.53		6.00			3.45PM	6.44	4.22	94	140	294.2	DN.....LYLE.....YA	85.3	WTC	10.55AM	1.26	9.48	11.26		3.15		12.45									
					3.56		6.55	93		299.9	VILA.....No Siding	79.6			10.44		9.35													
8.35		6.35			4.04	7.05	4.38		78	303.9	D.....WHITE SALMON.....SA	75.6			10.37	1.11	9.24	11.11		2.40		12.01PM								
8.50		6.45			4.10	7.11		96	45	306.8	D.....UNDERWOOD.....N	72.7			10.31	1.05	9.17				11.50									
8.57		6.52			4.13	7.14	4.46	94	9	308.6	P.....HOOD.....	70.9			10.27	1.02	9.13	11.03		2.26		11.40								
9.20		7.10			4.23	7.25	4.54		31	313.7	D.....COOKS.....KC	65.8	W		10.17	12.56	9.01	10.56		2.12		11.20								
10.01		7.39			4.38	7.42	5.08	93	13	321.8	D.....CARSON.....AD	57.7	W	10.01	12.43	8.40	10.43		1.50		10.50									
10.30		7.54			4.47	7.51	5.15	93	56	325.7	D.....STEVENSON.....NS	53.8		9.52	12.38	8.31	10.37		1.40		10.30									
10.57		8.18			4.56	8.01	5.23	62	10	330.6	P.....CASCADES.....	48.9		9.42	12.30	8.18	10.29		1.25		10.13									
11.35		8.40			5.07	8.14	5.33	93	19	336.7	N.....SKAMANIA.....B	42.8	W	9.31	12.20	8.03	10.20		1.10		9.50									
12.12		9.02			5.17	8.25	5.42	92	10	341.7	P.....PRINDLE.....	37.8		9.20	12.12	7.52	10.12		12.55		9.20									
					5.21		8.29			343.9	CAPE HORN.....No Siding	35.6			9.15		7.46													
12.35		9.30			5.28	8.37	5.52	118	10	347.3	MT. PLEASANT.....	32.2			9.08	12.03PM	7.37	10.03		12.40		8.37								
12.55		9.57			5.36	8.46	6.00	118	32	351.9	D.....WASHOUGAL.....WS	27.6	W	9.00	11.57	7.27	9.57		12.28		8.15									
1.10		10.15			5.42	8.53	6.06	93	86	355.1	D.....CAMAS.....MA	24.4		8.53	11.52	7.19	9.52		12.20		7.58									
1.30		10.38			5.52	9.05	6.14	93	4	360.2	P.....FISHER.....	19.3		8.43	11.43	7.07	9.44		12.05AM		7.32									
					5.58		9.10		13	363.0	ELLSWORTH.....	16.5		8.38		7.00														
					6.00		9.12		17	364.0	IMAGE.....	15.5		8.36		6.58														
1.50		11.00			6.02	9.14	6.22	93		365.0	McLOUGHLIN.....	14.5		8.34	11.37	6.56	9.37		11.45		7.10									
2.10PM		11.30PM			6.10PM	9.25AM	6.30AM		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

				6.40PM	6.00PM	9.55AM	7.00AM		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		2.25 31.2	2.35 37.2	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 Granddallies to pick up passengers for Oregon Trunk points.

No. 3 will stop on signal at Granddallies 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 Pasco and points east.

DERAIL SWITCHES

Camas, 200 feet from each end of house track.
Washougal, 200 feet from west end industry track.
Hood, 200 feet from west end stock yard spur.
Lyle, 150 feet from east end of Donovan-Dubois 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.
Granddallies, 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 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			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
Syverson	36.4	1	West end	Not pass. stop
St. Cloud	39.8			5, 6, 7, 8
Wahclella	43.8			5, 6, 7, 8
Greenleaf	46.4	7	East end	5, 6, 7, 8
Fort Rains	50.1			5, 6, 7, 8
Rybo	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	17	West end	Not pass. stop
Collins	61.7			5, 6, 7, 8
Sepsecan	63.2			5, 6, 7, 8
Swan-Haman Spur	81.6	18	West end	Not pass. stop
Swan-Haman	82.4			5, 6, 7, 8
Skadat	90.1	6	West end	Not pass. stop
Packer	101.5	2	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. Jet.; west, 2000 feet west of west passing track switch. Pasco—Yard limit board: east, 1068 feet east of Panama Junction switch. Lamont—Yard limit boards: west, 6133 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. SCOFFER, 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

B. L. SPERRY, Trainmaster, Spokane

SPECIAL RULES

No. 1. Special rules supersede rules and regulations of transportation department.
No. 2. 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. 3. Portland, Vancouver, Wishram, Pasco, Spokane, Goldendale.
Lyle for Nos. 6, 7, 390 and 391.

STANDARD CLOCKS AND BULLETIN BOARDS

No. 4. Portland, Vancouver, Lyle, Wishram, Pasco, Spokane.

BLOCK DISTRICT

No. 5. 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 Card, form No. 1226. When trains are stopped or delayed so that they may be overtaken by following trains they must be protected as required by Rule 99-A.

SPEED RESTRICTIONS

No. 6. 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.

Passenger trains will not exceed 40 miles per hour and freight trains 25 miles per hour between South Cheney and Scribner, and between Snake River and Kahlutus.
All trains must reduce speed to 25 miles per hour over 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, and to 12 miles per hour over Junction Switch with G. N. main line at Fort Wright.

GENERAL

No. 7. Switch at Ainsworth Junction will be kept set and locked for Spokane, Portland & Seattle main line.

No. 8. Switch at Snake River Junction will be kept set and locked for Spokane, Portland & Seattle main line.

No. 9. Junction Switch Scribner will be kept set and locked for line to Marshall Junction N. P.

No. 10. Switch at Marshall Junction N. P. is governed by Marshall Interlocking Tower, Signals and Rules.

No. 11. Switch at Ft. Wright Junction is governed by G. N. Interlocking Tower, Signals and Rules.

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"	18'3"	17'9"
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 without instructions from Superintendent.

No. 13. 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.

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

DISTRICT	Ruling Grade	CLASS AND ENGINE									
		D-1 100-102 104-109	H-1 620-621	N 2-N 7 335-336 335-337	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	4500	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	4500	3800	

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. NORTROP, 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