

SPOKANE, PORTLAND & SEATTLE R'Y CO.
VANCOUVER DIVISION

TIME TABLE No. 72

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

SUNDAY, NOVEMBER 9, 1930

SUPERSEDING TIME TABLE NO. 71 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, Superintendent

B. L. SPERRY, Supt. Car Service

A. J. DAVIDSON, General Manager

THIRD CLASS		SECOND CLASS		FIRST CLASS		Car Capacity		Distance from Spokane	TIME TABLE No. 72 IN EFFECT NOV. 9, 1930	Distance from Portland	Water, Fuel, Wyes, Turn Tables, Scales	FIRST CLASS		SECOND CLASS		THIRD CLASS			
		379	275													2	4		
		N. P. Freight Leave Daily	S. P. & S. Ry. Freight Leave Daily			1	3		STATIONS			S. P. & S. Passenger Arrive Daily	S. P. & S. Passenger Arrive Daily			276	380		
						S. P. & S. Passenger Leave Daily	S. P. & S. Passenger Leave Daily	Sidings	DN. SPOKANE (N. P. Depot)...SF 8.7	Yard						S. P. & S. Time Freight Arrive Daily	N. P. Freight Arrive Daily		
ON N. P. RY. BETWEEN MARSHALL JUNCTION N. P. AND SPOKANE, TRAINS WILL BE GOVERNED BY N. P. RY., IDAHO DIV. TIME TABLE AND RULES																			
						8:20AM			DN. MARSHALL JCT...N. P. MR 8.7										
		8:30PM				9:45PM	VIA N. P.	Yard	DN. SPOKANE (G. N. Depot)...F 2.3							7:15AM	VIA N. P.		3:40AM
ON G. N. RY. BETWEEN FT. WRIGHT AND SPOKANE TRAINS WILL BE GOVERNED BY G. N. RY. SPOKANE DIVISION TIME TABLE AND RULES																			
		8:40PM				9:50PM	VIA N. P.		DN. FORT WRIGHT...FW 5.8	377.2		7:10AM	VIA N. P.						3:20AM
		9:00				10:02	VIA N. P.	75	P. OVERLOOK... 3.6	371.4		7:00	VIA N. P.						2:55
		9:15				10:09		75	N. SCRIBNER...SC 7.5	367.8	J	6:54							2:35
		9:51				10:21	f	84	P. SOUTH CHENEY... 5.5	360.3	W	6:42	f	7:00					2:05
		10:17				10:29		76	P. MOCK... 5.1	354.8		6:34							1:40
		10:37				10:37	f	85	D. AMBER...CA 5.8	349.7	W	6:26	f	6:42					1:15
		11:00				10:46	f	84	P. BODNA... 3.9	348.9		6:17	f	6:32					12:40
		11:20				10:51		25 W	STONER SPUR... 4.6	340.0		6:10							12:20AM
		11:40				10:59	s	9:12	DN. LAMONT...A 6.0	335.4	WCT	6:03	s	6:18					11:40
		12:15AM				11:09	f	87	P. ROCKWELL... 6.0	329.4		5:53	f	6:06					11:09
		12:40				11:17	f	85	P. MACALL... 6.3	323.4	W	5:43	f	5:56					10:40
		1:00				11:25	f	84	P. LANTZ... 5.9	317.1		5:33	f	5:46					10:10
		1:20				11:33	s	170	DN. BERGE...BN 5.6	311.2	W	5:23	s	5:36					9:40
		1:45				11:41		86	P. ANKENY... 5.8	305.6		5:13							9:10
		2:05				11:49	s	86	P. HOOPER... 5.4	299.8	W	5:03	s	5:16					8:40
		2:30				11:56		75	P. GREGOR... 3.0	294.4		4:55							8:10
		2:40				12:01AM	s	151	DN. WASHTUCNA...W 6.3	291.4	CW	4:50	s	5:01					7:55
		3:00				12:11	f	85	P. McADAM... 7.6	285.1		4:39	f	4:49					7:15
		3:20				12:20	s	168	D. KARLOTUS...K 2.9	277.5	W	4:29	s	4:38					6:40
		3:27				12:25		75	P. MONUMENT... 5.5	274.6		4:24							6:25
		3:47				12:35	f	73	N. FARRINGTON...FG 6.5	269.1	W	4:15	f	4:23					6:00
		4:03				12:46		70	P. BURR... 5.7	262.6		4:03							5:30
		1:20AM				12:57			DN. SNAKE RIVER JCT... 0.2	256.9	J	3:53							5:09
		1:21				12:58	s	86	DN. SNAKE RIVER...SR 5.7	256.7		3:52	s	4:01					8:25PM
		1:31				1:07	f	85	P. REDD... 6.4	251.0		3:44	f	3:52					5:08
		1:43				1:15	f	85	P. LEVEY... 6.5	244.6	W	3:35	f	3:44					8:13
		1:58				1:24		73	P. MARTINDALE... 4.6	238.1		3:26							4:25
		2:07AM				1:30AM			DN. AINSWORTH JCT...AJ 2.8	233.5	J	3:20AM							8:02
						11:50AM			DN. PASCO...PA 2.8	230.7	WCTO	3:30PM							7:47
								Yard	DN. PASCO...PA 2.8	230.7	WCTO								3:45PM
																			7:38PM
		Arrive Daily 0.47 29.7	Arrive Daily 9.30 15.7			Arrive Daily 3.45 39.0	Arrive Daily 3.50 37.6		Time Over District. Average Speed Per Hour.			Leave Daily 3.55 36.8	Leave Daily 4.05 36.0			Leave Daily 11.55 12.3	Leave Daily 0.47 29.7		

**SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
BETWEEN PASCO AND AINSWORTH JCT. ALL TRAINS WILL BE HANDLED UNDER BLOCK CARD SYSTEM. SEE TIME TABLE RULES 6, 7 AND 8**

All Northern Pacific trains using S. P. & S. Ry. track between Ainsworth Junction and Marshall Junction will be governed by S. P. & S. Ry. Vancouver Division time table and rules. Helper District between Spokane and Mock.

Train No. 2 will stop at any station to pick up passengers for scheduled stations east of Spokane when advance arrangements are made for it with agents. No. 1 will stop at any station to discharge passengers from east of Spokane.

WESTWARD

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

Table with columns for Car Capacity of Sidings, Distance from Spokane, TIME TABLE No. 72, Distance from Portland, Water, Fuel, Wyes, Turn Tables and Scales, FIRST CLASS (1, 354, 3, 350, 348), SECOND CLASS (379, 275), and THIRD CLASS (912, 908, 910). Rows include stations AINSWORTH JCT. and PASCO with departure and arrival times.

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

Table with columns for Car Capacity of Sidings, Distance from Spokane, TIME TABLE No. 72, Distance from Portland, Water, Fuel, Wyes, Turn Tables and Scales, FIRST CLASS (2, 347, 349, 4, 353), SECOND CLASS (276, 380), and THIRD CLASS (907, 909). Rows include stations AINSWORTH JCT. and PASCO with arrival and departure times.

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

Table with columns for THIRD CLASS, SECOND CLASS, FIRST CLASS, Car Capacity (Sidings, Other Tracks), Distance from Goldendale, TIME TABLE No. 72, Distance from Lyle, Water, Fuel, Wyes, Turn Tables and Scales, FIRST CLASS, SECOND CLASS, and THIRD CLASS. Rows include stations GOLDENDALE, CENTERVILLE, WARWICK, SWALE, WAHAKIUS, KLICKITAT, PITT, WRIGHTS, and LYLE with departure and arrival times.

SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Yards: Klickitat—Yard Limits Boards: East, 2500 feet east of the head block of easterly yard switch; West, 2500 feet west of the head of westerly yard switch.

SECOND CLASS		FIRST CLASS		Car Capacity		Distance from Spokane	TIME TABLE No. 72 IN EFFECT NOV. 9, 1930		Distance from Portland	Water, Fuel, Wye, Turn Tables and Scales.	FIRST CLASS		SECOND CLASS	
275		3	1	Sidings	Other Tracks		STATIONS				2	4		
Time Freight		Passenger	Passenger								Passenger	Passenger		Time Freight
Leave Daily		Leave Daily	Leave Daily								Arrive Daily	Arrive Daily		Arrive Daily
7.20AM		12.01PM	1.40AM		Yard	148.8	DN.....PASCO.....PA	230.7	WCTOY	s 3.10AM	s 3.20PM		2.00PM	
BETWEEN S. P. & S. JCT. & PASCO TRAINS WILL BE GOVERNED BY N. P. RY., PASCO DIV. TIME TABLE AND RULES														
7.30		12.05	1.45			149.8	.....S. P. & S. JUNCTION.....	229.7			3.06	3.16		1.50
7.32		12.06	1.46	109	15	150.3	DN.....KENNEWICK.....KN	229.2			s 3.05	s 3.15		1.48
7.47		12.14	1.53	77	23	155.4	P.....FINLEY.....	224.1			f 2.57	f 3.07		1.35
8.00		12.21	2.01	85	14	159.6	P.....HOVER.....	219.9			f 2.51	f 3.00		1.24
8.20		12.31	2.12	117		166.1	N.....YELLEPIT.....PY	213.4	W		f 2.43	f 2.50		1.07
8.35		12.40	2.20	83		171.3	P.....TOMAR.....	208.2			f 2.36	f 2.41		12.40
8.52		12.49	2.30	85		176.7	P.....MOTTINGER.....	202.8			f 2.30	f 2.32		12.20
9.05		12.56	2.36	119		181.3	P.....BERRIAN.....	198.2			f 2.23	f 2.24		12.08PM
9.21		1.05	2.43	85	15	186.6	D.....PLYMOUTH.....MO	192.9	W		f 2.17	f 2.16		11.50
9.35		1.11	2.48	85		190.6	P.....BARGER.....	188.9			f 2.12	f 2.10		11.35
9.45		1.17	2.52	86		194.4	P.....COOLIDGE.....	185.1			f 2.07	f 2.03		11.22
10.00		1.25	2.58	85	10	199.0	N.....PATERSON.....V	180.5			f 2.01	f 1.56		11.05
10.12		1.31	3.03	86		203.1	P.....SAGE.....	176.4			f 1.55	f 1.49		10.50
10.30		1.41	3.10	85	15	208.8	D.....WHITCOMB.....Z	170.7	W		f 1.48	f 1.41		10.30
10.50		1.50	3.18	86		215.4	P.....GARLEY.....	164.1			f 1.40	f 1.30		10.05
		1.53			15	217.2	P.....ALDERDALE.....	162.3			s 1.27			
11.08		1.59	3.26	86		221.6	P.....McGREDIE.....	157.9			f 1.32	f 1.20		9.45
11.24		2.07	3.33	85		226.9	P.....MOONAX.....	152.6	W		f 1.25	f 1.12		9.28
11.40		2.15	3.40	85	39	232.8	D.....ROOSEVELT.....RE	146.7	W		s 1.17	s 1.02		9.07
11.59		2.24	3.47	85	20	238.7	P.....SUNDALE.....	140.8			f 1.10	f 12.53		8.47
12.15PM		2.31	3.53	85		244.0	N.....FOUNTAIN.....FA	135.5	W		f 1.03	f 12.45		8.28
12.37		2.38	3.59	85		248.9	P.....GOODNOE.....	130.6			f 12.57	f 12.37		8.12
12.55		2.46	4.06	86		253.6	P.....TOWAL.....	125.9			f 12.51	f 12.30		7.55
1.16		2.56	4.14	95	17	260.6	P.....CLIFFS.....	118.9	W		f 12.42	f 12.19		7.31
1.31		3.03	4.19	85	34	265.2	P.....MARYHILL.....	114.3			f 12.36	s 12.12PM		7.16
2.00PM		3.15PM	4.30AM		Yard	273.4	DN.....WISHRAM.....BC	106.1	WCTOY	12.25AM	11.59AM		6.45AM	
Arrive Daily		Arrive Daily	Arrive Daily							Leave Daily	Leave Daily		Leave Daily	
6.40		3.14	2.50							2.45	3.21		7.15	
18.7		38.4	44.0							45.3	37.2		17.2	
Time Over District Average Speed Per Hour														

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Train No. 2 will stop at any station to pick up passengers for scheduled stations east of Spokane when advance arrangements are made for it with agents.

No. 1 will stop at any station to discharge passengers from east of Spokane.

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

WESTWARD

FIRST SUB-DIVISION—BETWEEN WISHRAM AND VANCOUVER

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS			Car Capacity		Distance from Spokane	TIME TABLE No. 72 IN EFFECT NOV. 9, 1930	Distance from Portland	Water, Fuel, Wyes, Tunnels and Scales	FIRST CLASS			SECOND CLASS		THIRD CLASS	
301	275	3	7	1	Sidings	Other Tracks	4	8					2	276	302	Passenger	Mixed	Passenger	Time Freight
Local Freight	Time Freight	Passenger	Mixed	Passenger			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Leave Tues. Thur. & Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily															
6.15AM	4.45PM			3.20PM	5.45AM	4.35AM		Yard	273.4	DN..... WISHRAM..... BC	106.1	WTCO	11.55AM	11.30PM	12.20AM			4.35AM	2.45PM
6.20	4.50			3.22	5.48	4.37			274.5	..... CELILO WYE SWITCH.....	105.0	Y	11.52	11.20					
6.30	4.57			f 3.26	f 5.52	4.41	85		276.7	P..... AVERY.....	102.8		f 11.48	f 11.15	12.14			4.15	2.35
6.51	5.13			f 3.34	f 6.01	4.47	75		281.1	..... SPEARFISH.....	98.4		f 11.41	f 11.06	12.07			3.55	2.15
7.13	5.28			s 3.43	s 6.11	4.53	85	22	285.5	D..... GRANDDALLE..... GS	94.0		s 11.34	s 10.57	12.01AM			3.40	1.55
7.55	6.00			s 3.59	s 6.30	5.07	86	140	294.2	DN..... LYLE..... YA	85.3	WTC	s 11.19	s 10.40	11.48			3.15	1.20
8.40	6.35			s 4.18	s 6.51	f 5.22	85	82	303.9	D..... WHITE SALMON..... SA	75.6		s 11.02	s 10.21	f 11.34			2.40	12.40
8.52	6.47			s 4.24	s 6.58			45	306.8	D..... UNDERWOOD..... N	72.7		s 10.56	s 10.15					12.25
9.00	6.53			f 4.27	f 7.02	5.30	88	9	308.6	P..... HOOD.....	70.9		f 10.52	f 10.11	11.28			2.26	12.10PM
9.25	7.10			f 4.37	s 7.13	5.38	87	31	313.7	D..... COOKS..... KC	65.8	W	s 10.43	s 10.00	11.20			2.12	11.45
10.05	7.42			s 4.53	s 7.31	5.51	87	13	321.8	D..... CARSON..... AD	57.7		s 10.29	s 9.44	11.09			1.50	11.05
10.21	7.58			s 5.01	s 7.41	5.57	85	57	325.7	D..... STEVENSON..... NS	53.8		s 10.21	s 9.36	11.03			1.40	10.40
10.50	8.20			f 5.10	f 7.51	6.05	87	80	330.6	P..... CASCADES.....	48.9		f 10.12	f 9.25	10.56			1.25	10.12
11.20	8.46			f 5.22	s 8.05	6.14	86	19	336.7	N..... SKAMANIA..... B	42.8	W	f 10.01	f 9.12	10.47			1.10	9.45
11.45	9.02			f 5.31	f 8.17	6.22	85	10	341.7	P..... PRINDLE.....	37.8		f 9.52	f 9.02	10.40			12.55	9.25
				f 5.36	f 8.22				343.9	..... CAPE HORN No Siding	35.6		f 9.48	f 8.58					
12.15PM	9.39			f 5.42	f 8.30	6.31	106	10	347.3	P..... MT. PLEASANT.....	32.2		f 9.43	f 8.51	10.32			12.40	9.01
12.40	9.58			s 5.51	s 8.40	6.37	108	32	351.9	D..... WASHOUGAL..... WS	27.6	W	s 9.35	s 8.43	10.26			12.28	8.40
12.55	10.21			s 5.57	s 8.48	6.43	86	106	355.1	D..... CAMAS..... MA	24.4		s 9.29	s 8.35	10.21			12.20	8.20
1.20	10.40			f 6.06	f 8.58	6.50	86	4	360.2	P..... FISHER.....	19.3		f 9.20	f 8.25	10.13			12.05AM	7.57
1.45	11.00			6.15	9.10	6.57	85		365.0	P..... McLOUGHLIN.....	14.5		f 9.10	f 8.15	10.07			11.45	7.37
2.10PM	11.30PM			s 6.25PM	s 9.25AM	s 7.05AM		Yard	369.5	DN..... VANCOUVER..... MX	10.0	WTCYO	9.00AM	8.05PM	10.00PM			11.30PM	7.15AM

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

							Yard		Distance from Spokane	TIME TABLE No. 72 IN EFFECT NOV. 9, 1930	Distance from Portland	Water, Fuel, Wyes, Tunnels and Scales							
Arr. Tues. Thur. & Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Yard	DN. PORTLAND, Union Depot. VC						Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. & Fri.
				s 7.00PM	s 10.00AM	s 7.35AM	Yard	379.5	DN. PORTLAND, Hoyt Street Depot. OW		WTCO		8.25AM	7.30PM	9.30PM				
7.55	6.45			3.05	3.40	2.30							2.55	3.25	2.20			5.05	
12.1	14.2			31.2	26.2	38.4							32.9	28.1	41.2			18.9	
Time Over District Average Speed Per Hour																			

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Train No. 2 will stop at any station to pick up passengers for scheduled stations east of Spokane when advance arrangements are made for it with agents.

No. 1 will stop at any station to discharge passengers from east of Spokane.

6 LOCATION AND LENGTH OF TUNNELS

No.	LOCATION	Length
1	2.9 miles west of Prindle	2381 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
Image	15.5	17	Both	Not pass. stop
Ellsworth	16.5	13	"	3, 4, 7, 8
Camas Lumber Co.	25.1	4	East end	Not pass. stop
Standard Oil Co.	25.5	11	East end	Not pass. stop
St. Cloud	39.8			3, 4, 7, 8
Greenleaf	46.4	7	East end	3, 4, 7, 8
Fort Rains	50.1			3, 4, 7, 8
Rybro	52.9	7	East end	Not pass. stop
Home Valley	59.3	5	East end	3, 4, 7, 8
Highway Spur	60.1	17	West end	Not pass. stop
Swan-Haman Spur	81.6	18	West end	Not pass. stop
Swan-Haman	82.4			3, 4, 7, 8
Skadat	90.1	6	West end	Not pass. stop
Packer	101.5	2	East end	3, 4, 7, 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
Klickitat Springs	15.8	11	East end	220, 221

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. Underwood—Yard limit boards: west, 1500 feet west of west passing track switch; east, 1500 feet east of east passing track switch. White Salmon—Yard limit boards: west, 1500 feet west of west passing track switch; east, 1500 feet east of east passing track switch. Klickitat—Yard limit boards: east, 2500 feet east of east yard switch; west, 2500 feet west of west yard 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, 6133 feet west of west switch; east, 4000 feet east of east switch.

L. H. JAMES, Dispatcher, Portland
L. S. NELSON, Dispatcher, Portland
W. F. KENNY, Dispatcher, Portland
R. E. WHITE, Dispatcher, Portland

E. M. HERRING, Asst. Chief Dispatcher, Portland
E. B. ARTHUR, Asst. Chief Dispatcher, Portland
E. C. SCOFFERN, Chief Dispatcher, Portland
J. E. CHARLAND, Trainmaster, Vancouver

F. L. WEBER, Dispatcher, Spokane
J. H. CLANEY, Dispatcher, Spokane
F. WOODS, Dispatcher, Spokane
H. JACKSON, Chief Dispatcher, Spokane

J. A. O'HEARN, 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

Portland, Vancouver, Wishram, Pasco, Spokane, Goldendale. Lyle for Nos. 220 and 221.

STANDARD CLOCKS AND BULLETIN BOARDS

Portland, Portland Rouse House (Gen'l Foreman's Office), Vancouver, Vancouver Yard Office, 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

Maximum speed of passenger trains at any point must not exceed sixty (60) miles per hour. Freight and mixed trains must not exceed forty (40) miles per hour. 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 Kahlotus. 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. 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. On Fourth Sub-Division, passenger trains must not exceed twenty-five (25) miles per hour; freight and mixed trains twenty (20) miles per hour, between Lyle and Klickitat and fifteen (15) miles per hour, between Klickitat and Goldendale; and all trains will reduce speed to 10 miles per hour on Sharp Curves. All trains will reduce speed to thirty (30) miles per hour thru Tunnel No. 1. 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.

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.
- No. 12. Deraill switches are located on all passing tracks and spurs where there is danger of cars running out on main line. Deraills must be left at derail at all times except when in use.

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"	19'2"	19'	18'6"	17'6"	
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. 14. 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 CABOSES

DISTRICT	Ruling Grade	CLASS AND ENGINE									
		D-1 100-102 145-109	H-1 620-621	N 2-N 7 355-365 335-337	N 4-N 5 300-305 815	N 6-F 1 452-466 325-326	F 1-B 450-451	C 1 600-609	01-03 500-505 530-532	O 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	3400	2700	
Mock-Spokane (GN)	Down	1470	4600	4400	3800	4525	4625	2910	6000	5500	
Spokane-Hillyard (GN)	1.0	180	1300	1250	910	1215	1315	700	1850	1460	
Hillyard-Overlook	1.0	180	1300	1250	910	1215	1315	700	1850	1460	
Overlook-Mock	.4	2200	2420	2200	1930	2200	2300	1350	3200	2700	
Mock-Vancouver	Down	1470	4600	4400	3800	4525	4625	2910	6000	5500	
Vancouver-Portland	.2	3030	3300	3200	2940	3200	3300	2000	4800	3800	

COMPANY SURGEONS

- DR. JAS. C. ZAN, Chief Surgeon, 721 Medical-Dental Bldg., Portland.
- DR. JOHN C. ADAMS, Assistant Surgeon, 721 Medical-Dental Bldg., Portland.
- DR. CHAS. C. NEWCASTLE, Weatherly Bldg., E. Morrison and Grand, Portland.
- DR. R. D. WISWALL, Local Surgeon, Vancouver.
- DR. W. B. McMAKIN, Local Surgeon, Camas.
- DR. H. W. CLEARWATER, Local Surgeon, Washougal.
- 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, 245 Washington St.,	PORTLAND
DILLEN ROGERS, Killingsworth and Albina Aves.	PORTLAND
JOSEPH CARTER	VANCOUVER
H. W. HULL	PASCO
T. J. MORRIS	SPOKANE
L. R. SQUIBB	HILLYARD