

SPOKANE, PORTLAND & SEATTLE R'Y CO.

VANCOUVER DIVISION

TIME TABLE No. 74

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

SUNDAY, SEPTEMBER 20, 1931

**SUPERSEDING TIME TABLE NO. 73 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

No. 1 will stop at any station on Third Sub-Division to pick up passengers for Vancouver and Portland when advance arrangements are made for it with agents. No. 2 will stop at any station on Third Sub-Division to discharge passengers from Portland and Vancouver.

WESTWARD		THIRD SUB-DIVISION (Continued). BLOCK DISTRICT—AINSWORTH JUNCTION TO PASCO																		3							
Car Capacity of Sidings	Distance from Spokane	TIME TABLE No. 74 IN EFFECT SEPT. 20, 1931		Distance from Portland	Water, Fuel, Wyes, Turn Tables and Scales.	FIRST CLASS										THIRD CLASS			FOURTH CLASS								
		STATIONS					348	1	354	3	350							379	275		912	908	910				
							N. P. Passenger	S. P. & S. Passenger	N. P. Motor Car	S. P. & S. Passenger	N. P. Motor Car							N. P. Freight	S. P. & S. Time Fri.		N. P. Way Freight	N. P. Way Freight	N. P. Way Freight				
							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Leave Daily	Leave Daily		Lv. Tues. Thur., Sat.	Lv. Daily Ex. Sunday	Lv. Mon. Wed., Fri.				
	146.0	DN.....	AINSWORTH JOT.....AJ	233.5	J	12.12AM	1.30AM	11.03AM	11.50AM	3.20PM								2.07AM	6.00AM		12.42PM	1.25PM	2.17PM				
Yard	148.8	DN.....	PASCO.....PA	230.7	WCTO	12.20AM	1.35AM	11.10AM	11.55AM	3.25PM								2.15AM	6.10AM		1.00PM	1.40PM	2.30PM				
						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. 74 IN EFFECT SEPT. 20, 1931	Distance from Portland	Water, Fuel, Wyes, Turn Tables and Scales.	FIRST CLASS												THIRD CLASS			FOURTH CLASS				
					2	347	349	4	353									276	380		907	909		
		S. P. & S. Passenger			N. P. Passenger	N. P. Motor Car	S. P. & S. Passenger	N. P. Motor Car									S. P. & S. Time Fri.	N. P. Freight		N. P. Way Freight	N. P. Way Freight			
		Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									Arrive Daily	Arrive Daily		Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday			
	146.0	DN....AINSWORTH JCT.....AJ	233.5	J	3.25AM	4.17AM	10.20AM	3.30PM	5.00PM							3.45PM	7.38PM		3.30AM	3.50AM				
Yard	148.8	DN.....PASCO.....PA	230.7	WCTO	3.20AM	4.10AM	10.15AM	3.25PM	4.55PM							3.35PM	7.30PM		3.20AM	3.40AM				
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Leave Daily	Leave Daily		Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday				

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. 74 IN EFFECT SEPT. 20, 1931		Distance from Lyle	Water, Fuel, Wyes, Turn Tables and Scales.	FIRST CLASS			SECOND CLASS			THIRD CLASS			
				221															220					
				Mixed																Mixed				
				Lv. Daily Ex. Sunday				Sidings	Other Tracks		STATIONS						Ar. Daily Ex. Sunday							
				2.10AM					79	0.0	D.....GOLDENDALE.....GD	41.6	WY				1.25AM							
				2.35					24	6.3	P.....CENTERVILLE.....	35.3					12.49							
				2.55					20	11.4	WARWICK.....	30.2	W				12.29AM							
				3.30					10	18.9	SWALE.....	22.7					11.59							
				3.55					17	24.7	WAHIAKUS.....	16.9					11.40							
				4.15					33	28.2	D.....KLICKITAT.....KI	13.4	W 1/4 Mi. East				11.25							
				5.15							PITT.....	10.3					11.11							
				5.30				11		31.3	WRIGHTS.....	6.4					10.59							
				5.45						35.2	LYLE.....YA	0.0	WTC											
				6.10AM				86	147	41.6							10.40PM							
				Ar. Daily Ex. Sunday													Lv. Daily Ex. Sat'day							
				3.00													2.45							
				13.9							Time Over Sub-Division Average Speed Per Hour						15.1							

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 block of westerly yard switch.

Rule 83-A will not apply at initial stations which are not telegraph stations, and at telegraph stations except during office hours, or when an operator is on duty after office hours.

THIRD CLASS		FIRST CLASS			Car Capacity		Distance from Spokane	TIME TABLE No. 74 IN EFFECT SEPT. 20, 1931		Distance from Portland	Water, Fuel, Wyes, Turn Tables and Scales.	FIRST CLASS			THIRD CLASS	
275	Time Freight Leave Daily	3	1	Passenger	Passenger	Sidings		Other Tracks	STATIONS			2	4	276	Time Freight Arrive Daily	
									Arrive Daily							Arrive Daily
7.20AM			12.01PM	1.40AM			Yard	148.8	DN.....PASCO.....PA 1.0	230.7	WCTOY	3.10AM	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..... 0.5	229.7		3.06	3.16		1.50	
7.32			12.06	1.46	109	15		150.3	DN.....KENNEWICK.....KN 5.1	229.2		3.05	3.15		1.48	
7.47			12.14	1.53	77	22		155.4	P.....FINLEY..... 4.2	224.1		2.57	3.07		1.35	
8.00			12.21	2.01	85	15		159.6	P.....HOVER..... 6.5	219.9		2.51	3.00		1.24	
8.20			12.31	2.12	117			166.1	P.....YELLEPIT..... 5.2	213.4	W	2.43	2.50		1.07	
8.35			12.40	2.20	83			171.3	P.....TOMAR..... 5.4	208.2		2.36	2.41		12.40	
8.52			12.49	2.30	85			176.7	P.....MOTTINGER..... 4.6	202.8		2.30	2.32		12.20	
9.05			12.56	2.36	119			181.3	P.....BERRIAN..... 5.3	198.2		2.23	2.24		12.08PM	
9.21			1.05	2.43	85	15		186.6	D.....PLYMOUTH.....MO 4.0	192.9	W	2.17	2.16		11.50	
9.35			1.11	2.48	85			190.6	P.....BARGER..... 3.8	188.9		2.12	2.10		11.35	
9.45			1.17	2.52	86			194.4	P.....COOLIDGE..... 4.6	185.1		2.07	2.03		11.22	
10.00			1.25	2.58	85	10		199.0	N.....PATERSON.....V 4.1	180.5		2.01	1.56		11.05	
10.12			1.31	3.03	86			203.1	P.....BAGE..... 5.7	176.4		1.55	1.49		10.50	
10.30			1.41	3.10	85	15		208.8	P.....WHITCOMB..... 5.6	170.7	W	1.48	1.41		10.30	
10.50			1.50	3.18	86			215.4	P.....GARLEY..... 1.8	164.1		1.40	1.30		10.05	
			1.53			15		217.2	P.....ALDERDALE..... 4.4	162.3		1.27				
11.08			1.59	3.26	86			221.6	P.....McGREDIE..... 5.3	157.9		1.32	1.20		9.45	
11.24			2.07	3.33	85			226.9	P.....MOONAX..... 5.9	152.6	W	1.25	1.12		9.28	
11.40			2.15	3.40	85	40		232.8	D.....ROOSEVELT.....RE 5.9	146.7	W	1.17	1.02		9.07	
11.59			2.24	3.47	85	20		238.7	P.....SUNDALE..... 5.3	140.8		1.10	12.53		8.47	
12.15PM			2.31	3.53	85			244.0	P.....FOUNTAIN..... 4.9	135.5	W	1.03	12.45		8.28	
12.37			2.38	3.59	85			248.9	P.....GOODNOE..... 4.7	130.6		12.57	12.37		8.12	
12.55			2.46	4.06	86			253.6	P.....TOWAL..... 7.0	125.9		12.51	12.30		7.55	
1.16			2.56	4.14	95	17		260.6	P.....CLIFFS..... 4.6	118.9	W	12.42	12.19		7.31	
1.31			3.03	4.19	85	34		265.2	P.....MARYHILL..... 8.2	114.3		12.36	12.12PM		7.15	
2.00PM			3.15PM	4.30AM		Yard		273.4	DN.....WISHRAM.....BO	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 Spokane and 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 Spokane and east of Spokane.

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

WESTWARD										FIRST SUB-DIVISION—BETWEEN WISHRAM AND VANCOUVER										EASTWARD										5
FOURTH CLASS		THIRD CLASS		SECOND CLASS		FIRST CLASS				Car Capacity		Distance from Spokane	TIME TABLE No. 74 IN EFFECT SEPT. 20, 1931		Distance from Portland	Water, Fuel, Wyse, Turn Tables and Scales.	FIRST CLASS				SECOND CLASS		THIRD CLASS		FOURTH CLASS					
	301		275		7		3	1	Sidings	Other Tracks	4		2				8		276		302									
	Local Freight		Time Freight		Mixed		Passenger	Passenger															Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	Leave Tues. Thur. & Sat.		Leave Daily		Lv. Daily Ex. Sunday		Leave Daily	Leave Daily																Arrive Mon. Wed. & Fri.						
	6.15AM		4.45PM		5.45AM		3.20PM	276 4.35AM		Yard	273.4	DN.....WISHRAM.....BO	106.1	WTCO	11.55AM	12.17AM				11.00PM		4.35AM		2.45PM						
	6.20		4.50		5.48		3.22	4.37			274.5	CELILLO WYE SWITCH.....	105.0	Y	11.52					10.50										
	6.30		4.57		5.52		3.26	4.41	85		276.7	P.....AVERY.....	102.8		11.48	12.11				10.46		4.15		2.35						
	6.40		5.13		6.01		3.34	4.47	75		281.1	SPEARFISH.....	98.4		11.41	12.05AM				10.38		3.55		2.15						
	6.50		5.30		6.11		3.43	4.53	85	22	285.5	P.....GRANDDALLS.....	94.0		11.34	11.59				10.30		3.40		1.55						
	7.15		6.05		6.30		3.59	5.07	86	147	294.2	DN.....LYLE.....YA	85.3	WTC	11.19	11.47				10.10		3.15		1.20						
	8.00		6.44		6.51		4.18	5.22	85	82	303.9	D.....BINGEN WHITE SALMON.SA	75.6		11.02	11.33				9.40		2.40		12.40						
	8.20		6.56		6.58		4.24			45	306.8	D.....UNDERWOOD.....N	72.7		10.56					9.30				12.25						
	8.30		7.04		7.02		4.27	5.30	88	8	308.6	P.....HOOD.....	70.9		10.52	11.26				9.26		2.26		12.10PM						
	9.00		7.24		7.13		4.37	5.38	87	31	313.7	P.....COOKS.....	65.8	W	10.43	11.19				9.15		2.12		11.45						
	9.40		7.56		7.31		4.53	5.51	86	13	321.8	P.....CARSON.....	57.7		10.29	11.08				8.55		1.50		11.05						
	10.21		8.12		7.41		5.01	5.57	85	57	325.7	D.....STEVENSON.....NS	53.8		10.21	11.02				8.45		1.40		10.40						
	10.50		8.32		7.51		5.10	6.05	87	80	330.6	P.....CASCADES.....	48.9		10.12	10.55				8.32		1.25		10.12						
	11.20		8.57		8.05		5.22	6.14	86	19	336.7	P.....SKAMANIA.....	42.8	W	10.01	10.46				8.17		1.10		9.45						
	11.45		9.18		8.17		5.31	6.22	85	10	341.7	P.....PRINDLE.....	37.8		9.52	10.39				8.05		12.55		9.25						
					8.22		5.36				343.9	CAPE HORN.No Siding	35.6		9.48					8.00										
	12.15PM		9.39		8.30		5.42	6.31	106	10	347.3	P.....MT. PLEASANT.....	32.2		9.43	10.31				7.53		12.40		9.01						
	12.40		9.58		302 8.40		5.51	6.37	108	32	351.9	P.....WASHOUGAL.....	27.6	W	9.35	10.25				7.43		12.28		8.40						
	12.55		10.20		8.48		5.57	6.43	86	106	355.1	D.....CAMAS.....MA	24.4		9.29	10.20				7.35		12.20		8.20						
	1.20		10.40		8.58		6.06	6.50	86	4	360.2	P.....FISHER.....	19.3		9.20	10.13				7.22		12.05AM		7.57						
	1.45		11.00		9.10		6.15	6.57	85		365.0	P.....McLOUGHLIN.....	14.5		9.10	10.07				7.11		11.45		7.37						
	2.10PM		11.30PM		276 9.25AM		6.25PM	7.05AM		Yard	369.5	DN.....VANCOUVER.....MX	10.0	WTCYO	9.00AM	10.00PM				7.00PM		11.30PM		7.15AM						

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

BETWEEN PORTLAND AND VANCOUVER TRAINS WILL BE COVERED BY TERMINAL SERVICE																								
				10.00AM			7.00PM	7.35AM		Yard	379.5	DN. PORTLAND, Union Depot. VC	0.0		8.25AM	9.30PM			6.15PM					
										Yard	379.5	DN. PORTLAND, Hoyt Street Depot. OW	0.0	WTCO										
	Arr. Tues. Thur. & Sat.		Arrive Daily		Arr. Daily Ex. Sunday		Arrive Daily	Arrive Daily								Leave Daily	Leave Daily			Leave Daily		Leave Daily		Leave Mon. Wed. & Fri.
	7.55 12.1		6.45 14.2		3.40 26.2		3.05 31.2	2.30 38.4				Time Over District Average Speed Per Hour				2.55 32.9	2.17 41.3			3.45 25.6		5.05 18.9		7.30 12.8

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 Spokane and 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 Spokane and 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	966 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
Stan. Oil Co. & Nat. Gas Corp.	25.5	11	East end	Not pass. stop
St. Cloud	39.8	"	"	3, 4, 7, 8
Greenleaf	46.4	6	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	60.0	17	West end	Not pass. stop
Vila Outfit Spur	79.5	48	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
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	55	West end	Not pass. stop
Miles from Lyle				
Doubling Spur	1.6	10	East end	Not pass. stop
Moorehouse Spur	12.7	3	East end	Not pass. stop
Klickitat Springs	15.8	12	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.	105.0	
Northern Pacific Ry.	229.7	
Northern Pacific Ry.	232.0	
Northern Pacific Ry.	243.5	
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. Bingen White Salmon—Yard limit boards: west, 3500 feet west of west passing track switch; east, 3500 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
F. S. BARLOW, Dispatcher, Portland
R. E. WHITE, Dispatcher, Portland

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

SPECIAL RULES

- No. 1. Special rules supersede rules and regulations of transportation department.
No. 2. 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 Scribner for Eastward trains and for No. 3. Lyle for Nos. 220 and 221.

STANDARD CLOCKS AND BULLETIN BOARDS

- No. 4. 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 1228, properly numbered and completed. See rules on back of Clearance Card, form No. 1228. 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 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 Ft. Wright G. N.
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	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.

- 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	H-1	N 2-N 7	N 4-N 5	N 6-F 1	F 1-B	C 1	01-03	O
		100-102 104-109	620-625	355-365 335-337	300-305 315	452-466 325-326	450-451	600-609	500-505 530-532	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	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

COMPANY SURGEONS

DR. CHAS. C. NEWCASTLE, Chief Surgeon { 318 Mayer Bldg., Portland, Tele-
phone Beacon 5070; if no answer
call Beacon 3181.
DR. WILMOT C. FOSTER, Asst. Surgeon {
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
STEVENSON	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

J. H. CLANEY, Dispatcher, Spokane
W. F. KENNY, Dispatcher, Spokane
H. JACKSON, Chief Dispatcher, Spokane