

SPOKANE, PORTLAND & SEATTLE R'Y CO.

VANCOUVER DIVISION

AND

OREGON TRUNK RAILWAY

TIME TABLE No. 78

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

SATURDAY, MARCH 28, 1936

**SUPERSEDING TIME TABLE NO. 77 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

Scanned from the Michael J Denuty Collection by Dean Ogle.

M. C. LaBERTEW, Superintendent

North of Junction

2		WESTWARD										THIRD SUB-DIVISION—BETWEEN SPOKANE AND PASCO										EASTWARD									
THIRD CLASS		SECOND CLASS		FIRST CLASS				Car Capacity		Distance from Spokane	TIME TABLE No. 78		Distance from Portland	Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Bulletin Boards and Yard Limits.	FIRST CLASS				SECOND CLASS		THIRD CLASS										
	379					1	3	Sidings	Other Tracks		MARCH 28, 1936	STATIONS			2	4			276			380									
	N. P. Freight Lv. Daily Ex. Mon.					S. P. & S. Passenger Leave Daily	S. P. & S. Passenger Leave Daily									S. P. & S. Passenger Arrive Daily	S. P. & S. Passenger Arrive Daily			S. P. & S. Time Arrive Daily		N. P. Freight Arr. Daily Ex. Mon.									
									Yard	3.2	DN.....YARDLEY.....YD 3.2	380.7	WCTOKL							10.00PM											
							8.30AM		Yard	0.0	DN..SPOKANE (N. P. Depot.)..SF 8.7	377.5	KL				6.30PM														
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																															
							5.00AM				8.48AM		8.7	DN..MARSHALL JCT..N. P. MB	368.8	W					9.10PM										
							VIA N. P.				9.45PM		0.0	DN..SPOKANE (G. N. Depot.)..F 2.3	379.5	CWTOKL		7.00AM			VIA N. P.										
ON G. N. RY. BETWEEN FT. WRIGHT AND SPOKANE TRAINS WILL BE GOVERNED BY G. N. RY. SPOKANE DIVISION TIME TABLE AND RULES																															
							VIA N. P.				9.50PM			2.3	DN..FORT WRIGHT.....FW	377.2					VIA N. P.										
							VIA N. P.				10.04			8.1	P.....OVERLOOK.....	371.4					VIA N. P.										
											10.12			11.7	P.....Scribner.....	367.8	J					9.00									
											10.24			19.2	P.....SOUTH CHENEY.....	360.3	W					8.32									
											10.31			24.7	P.....MOCK.....	354.8						8.10									
											10.37			29.8	P.....AMBER.....	349.7	W					7.50									
											10.45			35.6	P.....RODNA.....	343.9						7.26									
											10.50			39.5	.....STONER SPUR.....	340.0						7.12								
											10.56			44.1	DN.....LAMONT.....A	335.4	WCTL					6.55									
											11.03			50.1	P.....ROCKWELL.....	329.4						6.30									
											11.10			56.1	P.....MACALL.....	323.4	W					6.08									
											11.18			62.1	P.....LANTZ.....	317.4						5.45									
											11.26			68.3	D.....BENGE.....BN	311.2	WL					5.20									
											11.33			73.9	P.....ANKENY.....	305.6						4.58									
											11.40			79.7	P.....HOOPER.....	299.8	W					4.25									
											11.52			88.1	DN.....WASHUCNA.....W	291.4	CWL					3.50									
											11.59			94.4	P.....McADAM.....	285.1						3.35									
											12.07AM			102.0	D.....KARLOTTUS.....K	277.5	W					3.12									
											12.22			110.4	P.....FARRINGTON.....	269.1	W					2.50									
											12.34			116.9	P.....BURR.....	262.6						2.32									
											12.44			122.6	.....SNAKE RIVER JCT.....	256.9	J					2.16								
											12.45			122.8	DN.....SNAKE RIVER.....SR	256.7						8.25PM									
											12.55			128.5	P.....REDD.....	251.0						8.24									
											1.03			134.9	P.....LEVY.....	244.6	W					8.13									
											1.12			141.4	P.....MARTINDALE.....	238.1						8.02									
											1.19AM			146.0	DN.....AINSWORTH JCT..AJ	233.5	J					7.47									
														148.8	DN..PASCO YARD (Frt.)..RN		WCYTOKL					7.38PM									
														148.8	DN.....PASCO (Pstr.).....PA	230.7	WKL														
																			</												

WESTWARD

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

3

Car Capacity of Sidings	Distance from Spokane	TIME TABLE No. 78 MARCH 28, 1936 STATIONS	Distance from Portland	Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Bulletin Boards and Yard Limits	FIRST CLASS										SECOND CLASS		THIRD CLASS					
					1	3	348								275		379	908	912	910		
					S. P. & S. Passenger Leave Daily	S. P. & S. Passenger Leave Daily	N. P. Passenger Leave Daily								S. P. & S. Time Frt. Leave Daily		N. P. Freight Lv. Daily Ex. Mon.	N. P. Way Freight Lv. Daily Ex. Sunday	N. P. Way Freight Lv. Tues. Thur., Sat.	N. P. Way Freight Lv. Mon. Wed., Fri.		
	146.0	DN.... AINSWORTH JCT.....AJ	233.5	J	1 19AM	11 50AM	9 52PM								11 15AM		2 07AM	2 05AM	12 12PM	2 17PM		
Yard	148.8	DN.... PASCO YARD (Frt.)....RN	231.5	WCYTQKL											11 30AM		2 15AM	2 20AM	12 25PM	2 30PM		
Yard	148.8	DN..... PASCO (Psgr.).....PA	230.7	WKL	1 25AM	11 55AM	10 00PM															
					Arrive Daily	Arrive Daily	Arrive Daily								Arrive Daily		Arr. Daily Ex. Mon.	Ar. Daily Ex. Sunday	Ar. Tues. Thur., Sat.	Ar. Mon. Wed., Fri.		

Between Ainsworth Junction and Pasco all trains will be handled under Block Card System, which will consist of a Clearance Card, Form No. 1226, properly numbered and completed. See rules on back of Clearance Card, Form No. 1226.

EASTWARD

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

Car Capacity of Sidings	Distance from Spokane	TIME TABLE No. 78 MARCH 28, 1936 STATIONS	Distance from Portland	Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Bulletin Boards and Yard Limits	FIRST CLASS										SECOND CLASS		THIRD CLASS					
					2	347	4								276		909	907	380			
					S. P. & S. Passenger Arrive Daily	N. P. Passenger Arrive Daily	S. P. & S. Passenger Arrive Daily								S. P. & S. Time Frt. Arrive Daily		N. P. Way Freight Ar. Daily Ex. Sunday	N. P. Way Freight Ar. Daily Ex. Sunday	N. P. Freight Ar. Daily Ex. Mon.			
	146.0	DN.... AINSWORTH JCT.....AJ	233.5	J	3 15AM	3 57AM	2 50PM								1 10PM		4 10AM	4 50PM	7 38PM			
Yard	148.8	DN.... PASCO YARD (Frt.)....RN	231.5	WCYTQKL											1 00PM		4 00AM	4 40PM	7 30PM			
Yard	148.8	DN..... PASCO (Psgr.).....PA	230.7	WKL	3 10AM	3 50AM	2 45PM															
					Leave Daily	Leave Daily	Leave Daily								Leave Daily		Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily Ex. Mon.			

Between Pasco and Ainsworth Junction all trains will be handled under Block Card System, which will consist of a Clearance Card, Form No. 1226, properly numbered and completed. See rules on back of Clearance Card, Form No. 1226.

WESTWARD

FOURTH SUB-DIVISION—BETWEEN GOLDENDALE AND LYLE

EASTWARD

THIRD CLASS		SECOND CLASS				FIRST CLASS				Car Capacity		Distance from Goldendale	TIME TABLE No. 78		Distance from Lyle	Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Bulletin Boards and Yard Limits	FIRST CLASS				SECOND CLASS				THIRD CLASS				
													MARCH 28, 1936																
		221																			220								
		Mixed										Sidings	Other Tracks		STATIONS							Mixed							
		Lv. Daily Ex. Sat.																				Ar. Daily Ex. Sunday							
					6.25PM						70	0.0	D.....GOLDENDALE.....GD	41.6	WY									2.25AM					
					6.50						21	6.3	P.....CENTERVILLE.....	35.3										2.00					
					7.10						18	11.4	.....WARWICK.....	30.2	W									1.40				
					7.40						8	18.9	.....SWALE.....	22.7										1.10				
					8.05						15	24.7	.....WAHIAKUS.....	16.9										12.45				
					8.20						27	28.2	D.....KLIKITAT.....KI	13.4	W (1/2 Mi. E.)L									12.30					
					8.30					8		31.3	.....PITT.....	10.3										12.20				
					8.45							35.2	.....WRIGHTS.....	6.4										12.05AM				
					9.10PM					80	133	41.6	DN.....LYLE.....YA	0.0	WTC									11.40PM					
					Ar. Daily Ex. Sat.																			Lv. Daily Ex. Sat.					
					2.45																			2.45					
					15.1																			15.1					
														Time Over Sub-Division															
														Average Speed Per Hour															

SPECIAL RULES

Special rules supersede rules and regulations of Transportation Dept.
Eastward trains are superior to westward trains of the same class. Exception: No. 221 is superior to No. 220.
Rule 83-A will not apply on Fourth Sub-division 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.
Registering stations: Goldendale, Lyle.
Derail switches are located on all passing tracks and spurs where there is danger of cars running out on main line. Derails must be left at derail at all times except when in use.

MAXIMUM SPEED

Location	Pass.	Frt. & Mixed
Between Goldendale and Klickitat.....	20	20
Between Klickitat and Lyle.....	25	25
On sharp curves.....	15	15
Klickitat, over road crossing, about 500 ft. east of depot.....	5	5

BUSINESS TRACKS AND PASSENGER FLAG STOPS
NOT SHOWN AS STATIONS ON TIME TABLE

Name	Miles from Lyle	Car Capacity	Switch at	Flag Stops for Trains
Doubling Spur.....	1.6	8	East End	Not pass. stop
Moorehouse Spur.....	12.7	8	East end	Not pass. stop
Klickitat Springs.....	15.8	10	East end	220, 221

SECOND CLASS		FIRST CLASS				Car Capacity		Distance from Spokane	TIME TABLE No. 78		Distance from Portland	Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Bulletin Boards and Yard Limits.	FIRST CLASS				SECOND CLASS	
275			3	1		Sidings	Other Tracks		MARCH 28, 1936				2	4			276	
Time Freight			Passenger	Passenger					STATIONS				Passenger	Passenger			Time Freight	
Leave Daily			Leave Daily	Leave Daily									Arrive Daily	Arrive Daily			Arrive Daily	
1.00PM							Yard	148.8	DN. PASCO YARD (Frt.)...RN	0.8	231.5	WCYTO KL					11.30AM	
1.05			12.01PM	1.30AM			Yard	148.8	DN. PASCO (Psg.)...PA	1.0	230.7	WKL	3.00AM	2.40PM			11.25	
BETWEEN S. P. & S. JCT. & PASCO TRAINS WILL BE GOVERNED BY N. P. RY., PASCO DIV. TIME TABLE AND RULES																		
1.10			12.05	1.35				149.8	S. P. & S. JUNCTION	0.5	229.7		2.55	2.35			11.18	
1.12			12.06	1.36	102	14		150.3	D. KENNEWICK	0.5	229.2		2.54	2.33			11.15	
1.23			12.13	1.43	70	20		155.4	P. FINLEY	0.1	224.1		2.46	2.25			11.02	
1.31			12.19	1.49	79	15		159.6	P. HOVER	0.2	219.9		2.41	2.19			10.52	
1.44			12.27	1.58	110			166.1	P. YELLEPIT	0.2	213.4	W	2.33	2.10			10.35	
2.03			12.34	2.05	77			171.3	P. TOMAR	0.2	208.2		2.26	2.03			10.22	
2.20			12.41	2.20	79			176.7	P. NOTTINGER	0.4	202.8		2.20	1.56			10.08	
2.28			12.47	2.26	112			181.3	P. BERRIAN	0.6	198.2		2.13	1.50			9.56	
2.37			12.54	2.33	79	14		186.6	D. PLYMOUTH	0.3	192.9	W	2.07	1.43			9.43	
2.45			12.59	2.38	79			190.6	P. BARGER	0.0	188.9		2.02	1.37			9.33	
3.01			1.11	2.48	79	10		199.0	N. PATERSON	0.4	180.5		1.52	1.26			9.10	
3.10			1.20	2.54	79			203.1	P. SAGE	0.7	176.4		1.46	1.20			9.00	
3.20			1.28	3.01	79	15		208.8	P. WHITCOMB	0.6	170.7	W	1.39	1.12			8.45	
3.34			1.37	3.09	79			215.4	P. GARLEY	0.8	164.1		1.31	1.03			8.28	
			1.40			15		217.2	P. ALDERDALE	1.8	162.8			1.00				
3.46			1.46	3.16	80			221.6	P. McCREEDIE	4.4	157.9		1.23	12.54			8.13	
3.57			1.53	3.23	79			226.9	P. MOONAX	5.3	152.6	W	1.16	12.47			7.59	
4.09			2.02	3.30	79	36		232.8	D. ROOSEVELT	5.9	146.7	W	1.09	12.38			7.44	
4.20			2.10	3.37	79	18		238.7	P. SUNDAL	5.8	140.8		1.02	12.29			7.30	
4.31			2.17	3.44	79			244.0	P. FOUNTAIN	5.3	135.5		12.55	12.22			7.15	
4.41			2.24	3.50	79			248.9	P. GOODNOE	4.9	130.6		12.49	12.15			7.03	
4.50			2.31	3.56	80			253.6	P. TOWAL	4.7	125.9		12.43	12.08PM			6.52	
5.04			2.41	4.05	89	15		260.6	P. CLIFFS	7.0	118.9	W	12.34	11.58			6.34	
5.13			2.48	4.10	79	32		265.2	P. MARYHILL	4.6	114.8		12.28	11.51			6.22	
5.30PM			3.05PM	4.20AM			Yard	273.4	DN. WISHRAM	8.2	106.1	WCTOY KL	12.18AM	11.40AM			6.00AM	
Arrive Daily			Arrive Daily	Arrive Daily									Leave Daily	Leave Daily			Leave Daily	
4.30 27.7			3.04 40.6	3.50 44.0					Time Over District Average Speed Per Hour				2.42 46.1	3.00 41.5			5.30 22.8	

SPECIAL RULES

Special rules supersede rules and regulations of Transportation Dept. Eastward trains are superior to westward trains of the same class. Registering stations: Pasco, Wishram.

Deraill switches are located on all passing tracks and spurs where there is danger of cars running out on main line. Derails must be left at derail at all times except when in use.

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

No. 1 will stop on flag at Maryhill for revenue passengers for Bingen-White Salmon, Vancouver and Portland.

No. 2 will stop at any station to pick up revenue passengers for Spokane or east of Spokane when advance arrangements are made for it with Agents.

No. 2 will stop at Maryhill to discharge revenue passengers from Portland, Vancouver and Bingen-White Salmon.

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

MAXIMUM SPEED

Location	Pass.	Frt.
At any point	60	40
Over crossovers, Wishram yard		15

LOCATION AND LENGTH OF TUNNELS

No.	Location	Length
12	2.1 miles east of Wishram	385 feet
13	1.1 miles east of Plymouth	699 feet

WESTWARD

FIRST SUB-DIVISION—BETWEEN WISHRAM AND VANCOUVER

EASTWARD

5

THIRD CLASS			SECOND CLASS			FIRST CLASS			Car Capacity		Distance from Spokane	TIME TABLE No. 78		Distance from Portland	Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Bulletin Boards and Yard Limits.	FIRST CLASS			SECOND CLASS			THIRD CLASS				
	301			275	273			3	1	Sidings		Other Tracks	MARCH 28, 1936			4	2			274	276		302			
	Local Freight Leave Tu. Th. Sat.			Time Freight Leave Daily	Freight Leave Daily			Passenger Leave Daily	Passenger Leave Daily								STATIONS		Passenger Arrive Daily	Passenger Arrive Daily			Freight Arrive Daily	Time Freight Arrive Daily		Local Freight Arrive Mo., We., Fr.
	6.00AM			6.30PM	1.00PM			3.10PM	4.30AM		Yard	278.4	DN.....WISHRAM.....BO	106.1	WTCOKL	11.35AM	12.08AM			10.15PM	4.15AM		2.00PM			
	6.03			6.33	1.03			3.12	4.32			274.5	.....CELILLO WYE SWITCH.....	105.0	Y	11.29				10.13	4.07		1.58		
	6.07			6.40	1.07			3.15	4.35	80		276.7	P.....AVERY.....	102.8		11.25	12.01AM			10.09	4.00		1.52			
	6.16			6.50	1.18			3.22	4.41	69		281.1	P.....SPEARFISH.....	98.4		11.18	11.55			10.00	3.45		1.42			
	6.25			7.01	1.30			3.30	4.47	80	20	285.5	P.....NORTHDALLES.....	94.0		11.12	11.50			9.51	3.33		1.30			
	7.05			7.25	1.50			3.45	5.03	80	135	294.2	DN.....LYLE.....YA	85.3	WTC	10.59	11.38			9.34	3.05		1.00			
	8.30			7.50	2.16			4.02	5.18	80	110	303.9	DN.BINGEN WHITE SALMON.SA	75.6		10.44	11.24			9.14	2.32		12.30PM			
	8.45			7.57	2.24			4.07			40	306.8	P.....UNDERWOOD.....	72.7		10.40				9.08	2.25		11.15			
	8.51			8.02	2.28			4.10	5.25	82	7	308.6	P.....HOOD.....	70.9		10.37	11.17			9.04	2.20		10.51			
	9.15			8.15	2.40			4.18	5.33	81	27	313.7	P.....COOKS.....	65.8	W	10.29	11.10			8.54	2.10		10.29			
	9.50			8.38	3.02			4.32	5.46	78	13	321.8	P.....CARSON.....	57.7		10.16	11.00			8.38	1.50		10.02			
	10.10			8.51	3.11			4.39	5.52	79	47	325.7	D.....STEVENSON.....NS	53.8		10.10	10.55			8.30	1.42		9.45			
	11.00			9.10	3.23			4.47	6.00	51	Yard	330.7	DN..NORTH BONNEVILLE..N	48.8	L	10.02	10.48			8.19	1.30		9.15			
	11.25			9.33	3.38			4.57	6.09	80	17	336.7	P.....SKAMANIA.....	42.8	W	9.52	10.40			8.07	1.15		8.55			
	11.45			9.53	3.51			5.06	6.17	79	9	341.7	P.....PRINDLE.....	37.8		9.44	10.33			7.57	1.04		8.40			
								5.10				343.9	.....CAPE HORN.No Siding	35.6		9.40									
	12.10PM			10.26	4.06			5.16	6.26	99		347.8	P.....MT. PLEASANT.....	32.2		9.35	10.26			7.45	12.50		8.25			
	12.32			10.38	4.17			5.24	6.33	101	80	351.9	P.....WASHOUGAL.....	27.6	W	9.28	10.20			7.35	12.41		8.10			
	1.20			10.48	4.25			5.30	6.39	80	99	355.1	DN.....CAMAS.....MA	24.4		9.22	10.15			7.29	12.33		8.00			
	1.35			11.04	4.37			5.39	6.46	134	4	360.2	P.....FISHER.....	19.3		9.14	10.08			7.18	12.22		7.24			
	1.47			11.16	4.49			5.48	6.53	79		365.0	P.....McLOUGHLIN.....	14.5		9.06	10.02			7.09	12.11		7.13			
	2.00PM			11.30PM	5.00PM			6.00PM	7.05AM		Yard	369.5	DN.....VANCOUVER.....MX	10.0	WTCYO KL	9.00AM	9.56PM			7.00PM	12.01AM		7.05AM			

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

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SPECIAL RULES

Special rules supersede rules and regulations of Transportation Dept.
Eastward trains are superior to westward trains of the same class.
Registering stations: Wishram, Vancouver, Portland.
Derail switches are located on all passing tracks and spurs where there is danger of cars running out on main line. Derails must be left at derail at all times except when in use.
No. 1 will stop at any station to discharge revenue passengers from Spokane or east of Spokane.
No. 1 will stop on flag at Stevenson for revenue passengers for Vancouver and Portland.
No. 2 will stop at any station to pick up revenue passengers for Spokane or east of Spokane when advance arrangements are made for it with Agents.
No. 2 will stop at Stevenson to discharge revenue passengers from Portland and Vancouver.

MAXIMUM SPEED

Location	Pass.	Fr.
At any point.....	60	40
Over crossovers, Wishram Yard.....	15	15
Through Tunnel No. 1.....	40	40
Between first crossing east of depot at Washougal and overhead bridge west of depot at Washougal.....	15	15
Through Camas.....	20	20
Within City Limits of Vancouver.....	8	8

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 Bingen-White Salmon.....	968 feet
8	7.5 miles east of Bingen-White Salmon.....	755 feet
9	7.7 miles east of Bingen-White Salmon.....	392 feet
10	7.9 miles east of Bingen-White Salmon.....	575 feet
11	0.6 miles east of Lyle.....	269 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	15	Both	Not pass. stop
Ellsworth.....	16.5	12	Both	3, 4
Camas Lumber Co.....	25.1	3	East end	Not pass. stop
Stan. Oil Co. & Nat. Gas Corp.....	25.5	10	East end	Not pass. stop
St. Cloud.....	39.8			3, 4
Greenleaf.....	46.4			3, 4
Fort Rains.....	50.1			3, 4
Rybro.....	52.9	6	East end	Not pass. stop
Home Valley.....	59.3	5	East end	3, 4
Swan-Haman.....	82.4			3, 4
Packer.....	101.5	1	East end	3, 4

THIRD CLASS			SECOND CLASS			FIRST CLASS			Car Capacity		TIME TABLE No. 78	STATIONS	Distance from Wishram	Water, Oil, Wyes, Turn Tables, Scales, Standard Clocks and Bulletin Boards and Yard Limits.	FIRST CLASS			SECOND CLASS			THIRD CLASS				
315	311	313			103																102			314	310
U.P. Time Freight	Oregon Trunk Freight	U.P. Time Freight			Oregon Trunk Mixed				Sidings	Other Tracks					Distance from Bend						Oregon Trunk Mixed			U.P. Time Freight	Oregon Trunk Freight
Leave Sat. Only	Leave Daily	Leave Daily Ex. Sun. & Mon.			Leave Daily												Arrive Daily			Arrive Daily Ex. Sun.	Arrive Daily				
2.30PM	6.15AM	2.30AM			7.30PM				Yard		0.0	DN.....BEND.....ND	151.5	WCYOKL			s 7.40AM			6.10AM	7.00AM				
2.45	6.32	2.55			f 7.42				50		7.4	P.....7.4.....	144.1				f 7.17			5.45	6.32				
3.05	6.50	3.25			s 8.15				50	79	16.5	DN.....9.1.....RD	135.0	WL			s 6.50			5.25	6.05				
3.10	6.56	3.35			s 8.20					16	19.2	D.....2.7.....XN	132.3				s 6.20			4.55	5.50				
3.16	7.02	3.45			s 8.27				49		22.0	P.....2.8.....	129.5				f 6.06			4.35	5.40				
3.33	7.17	4.10			f 8.40				49	24	29.5	P.....7.5.....	122.0	W			f 5.48			4.10	5.18				
3.50	7.31	4.30			s 8.55				49	41	36.6	P.....7.1.....	114.9				s 5.31			3.41	4.59				
4.00	7.42	4.45			s 9.05				Yard		41.3	N.....4.7.....MS	110.2	T.W.			s 5.20			3.25	4.45				
										4	43.9	.....2.6.....	107.6											
4.15	7.55	5.03			s 9.20				49	36	46.3	D.....2.4.....MD	105.2	W			s 5.03			3.10	4.25				
4.35	8.10	5.30			f 9.37					44	52.0	.....5.7.....	99.5				f 4.42			2.50	4.00			
4.54	8.30	5.57			s 9.55				35	23	57.5	D.....5.5.....GW	94.0	W			s 4.22			2.35	3.35				
5.20	9.02	6.35			s 10.20				21	35	6	P.....8.2.....	85.8	W			s 3.55			2.10	3.01				
5.37	9.15	6.50			f 10.35				49		71.2	P.....5.5.....	80.3				f 3.38			1.55	2.45				
5.51	9.28	7.02			s 10.48						76.1	N.....4.9.....JN	75.4				s 3.25			1.42	2.31				
5.57	9.33	7.06			f 10.53				50		77.9	P.....1.8.....	73.6	W.			f 3.20			1.37	2.25				
6.15	9.48	7.20			f 11.09						83.9	P.....6.0.....	67.6				f 3.05			1.20	2.08				
6.25	9.55	7.30			f 11.20				50		87.7	P.....3.8.....	63.8	W.			f 2.55			1.10	1.58				
6.48	10.15	7.50			11.57				49		96.1	P.....8.4.....	55.4				2.38			12.47	1.33				
6.50	10.17	7.53			s 11.59					28	96.8	D.....0.7.....AU	54.7	L			s 2.36			12.45	1.31				
7.02	10.28	8.01			f 12.10AM					24	100.7	.....3.9.....	50.8	W.			f 2.25			12.34	1.20			
7.10	10.35	8.10			f 12.24				49		108.8	P.....TUSKAN.....	47.7				f 2.17			12.24	1.10				
7.35	10.52	8.28			f 12.50				49		111.0	P.....3.1.....	39.9	W.			f 1.59			12.01AM	12.50				
8.00	11.14	8.50			f 1.13				50		120.9	P.....7.8.....	30.6				f 1.36			11.40	12.29				
8.12	11.23	9.00			f 1.27				48		125.1	P.....OAKBROOK.....	26.4	W.			f 1.27			11.28	12.19				
8.36	11.42	9.20			f 1.46				50		133.5	P.....9.3.....	18.0				f 1.10			11.08	12.01AM				
8.55	11.56	9.35			f 2.01				52		139.9	P.....4.2.....	11.6	W			f 12.56			10.53	11.46				
9.12	12.10PM	9.50			f 2.14				50		145.8	P.....DIKE.....	5.7				f 12.43			10.40	11.31				
9.30PM	12.19	10.00AM			2.22						150.0	P.....8.4.....					12.34			10.30PM	11.20				
	12.25				2.25						150.6	P.....LOCKIT.....	0.9				12.32				11.18				
	12.30PM				s 2.30AM				Yard		151.5	DN.....6.4.....BC	0.0	W.C.T.Y.O. K.L.			12.30AM				11.15PM				
Arrive Sat. Only	Arrive Daily	Arrive Daily Ex. Sun. & Mon.			Arrive Daily												Leave Daily			Leave Daily Ex. Sat.	Leave Daily				
7.00 21.4	6.15 24.2	7.30 20.0			7.00 21.6												7.10 21.1			7.40 19.6	7.45 19.5				
Time Over District. Average Speed Per Hour.																									

Time Over District.
Average Speed Per Hour.

SPECIAL RULES

Special rules supersede rules and regulations of Transportation Dept.
Eastward trains are superior to westward trains of the same class.
Registering stations: Wishram, Bend.
Junction switch at O. T. Junction will be set and locked for O. T. main line.
Junction switch on Celilo Bridge will be set and locked for east leg of "Y".
The east and west switches of wye will be set and locked for the wye.
Nos. 102 and 103 will stop on flag at Fitz, 120 feet east of M. P. 65.
Running brake test will be made on westward trains at point one mile west of Madras.
All trainmen and others interested are hereby warned that the majority of cattle guards on O. T. Ry. are closer to tracks than the required standard of the Public Utilities Commissioner of Oregon.

Derail switches are located on all passing tracks and spurs where there is danger of cars running out on main line. Derails must be left at derail at all times except when in use.
Derail in main line 713 feet west of west end of depot at Bend is open except when thrown for trains to pass.
Drawbridge is located over Celilo Canal, M. P. 1.4 east of Wishram.

LOCATION AND LENGTH OF TUNNELS

No.	Location	Length
1	1.4 miles west of Moody.....	782 feet
2	3.4 miles west of Sherar.....	800 feet
3	0.5 miles east of Frieda.....	519 feet
4	0.6 miles east of North Junction.....	584 feet

MAXIMUM SPEED

Location	Pass.	Frt. & Mixed
At any point.....	45	35
Between Wishram and South Junction, except No. 102.....	35	25
Between Wishram and South Junction, No. 102 only.....	10	30
Over Bridge 24-1 west of Dike.....	10	10
On 11° curve, 3000 feet east of M. P. 23.....	10	10
On 10° curve at M. P. 24.1.....	20	20
On 8° curve at M. P. 27.0.....	20	20
On 8° curve at M. P. 30.4.....	20	20
On 10° curve at M. P. 61.9.....	15	15
On 12° 30' curve at M. P. 67.8.....	10	10
On 8° curve at M. P. 77.8.....	20	20
On 8° curve at M. P. 78.0.....	20	20
On 8° curve at M. P. 78.8.....	20	20
Over Crooked River Bridge 4.2 miles east of Opal City.....	20	20

MAXIMUM SPEED

Location	Pass.	Frt. & Mixed
Between Metolius and Madras, over Willow Creek Viaduct....	25	25
Between Metolius and M.P. 99.6.....	15	15
Between M.P. 99.6 and M.P. 88.7.....	20	20
Between M.P. 83.7 and South Jct.....	15	15
Between Metolius and Paxton.....	40	30
Between Paxton and Gateway.....	25	20
Between Gateway and South Jct.....	30	25

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"
Wishram-Bend.....	21'	21'	21'	21'	21'	21'	21'	20'6"	19'10"	19'6"	18'9"

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 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.

JUNCTIONS

NAME	Miles from Portland
Union Pacific R. R.....	6.9
N. P. Ry., G. N. Ry. and Union Pacific R. R.....	9.9
Fourth Subdivision.....	85.4
Oregon Trunk Ry.....	105.0
Northern Pacific Ry.....	229.7
Northern Pacific Ry.....	232.0
Northern Pacific Ry.....	233.5
Northern Pacific Ry.....	256.9
Northern Pacific Ry.....	367.8
Great Northern Ry.....	377.2
	Miles from Lyle
Klickitat Log & Lbr. Co. Ry.....	13.4
	Miles from Wishram
Union Pacific R. R.....	1.5
City of Prineville Railway.....	132.3

LOCOMOTIVE TONNAGE RATINGS
BASED ON TRAINS AVERAGING 50 TONS PER CAR
CLASS AND ENGINE NUMBER

Ruling Grade	A-1 1-5	A-3 7-8	D-2 150-151	D-3 152, 157 158	D-4 153-155	D-5 159	D-7 160-162	M-2 201	N-4,N-5 300-30 315	N-6,F-1 325-326 460-466	N-2,N-7 355-356 333-339	N-1,N-3 350-352 370	O-1,O-3 500-507 530-534	O-2 525	C-1 600-600	H-1 620-624	GCWR 1	GN O-6 3350- 3357	GN O-6 3368, 3369	GN O-6 3355	GN N-2 2000		
Level	6897	7302	6477	6463	6076	5711	7793	4459	8328	8900	9975	6738	15000	12700	6623	9725	6016	16671	17051	16170			
1%	4347	4722	4170	4155	3811	3544	4898	2876	5362	5740	6396	4353	10000	8225	4258	6265	3885	10792	11020	10422			
2%	3197	3473	3054	3054	2800	2598	3599	2111	3928	4211	4743	3200	8000	6049	3110	4591	2853	7947	8102	7658	11200		
3%	2519	2741	2396	2398	2203	2304	2834	1639	3112	3309	3796	2519	5800	4766	2538	3603	2247	6268	6381	6028	8760		
4%	2072	2252	1962	1968	1810	1672	2312	1362	2558	2715	3007	2071	4770	3928	1990	2952	1838	5162	5246	4953	7180		
5%	1755	1907	1654	1659	1530	1411	1971	1151	2164	2293	2602	1752	4040	3319	1674	2490	1555	4377	4441	4191	6060		
6%	1518	1650	1424	1431	1322	1216	1704	993	1871	1978	2251	1514	3500	2870	1438	2146	1356	3792	3853	3622	5230		
7%	1334	1464	1247	1253	1161	1066	1497	871	1643	1729	1979	1320	3070	2524	1256	1879	1185	3338	3375	3181	4590		
8%	1188	1292	1105	1112	1032	945	1332	744	1462	1540	1762	1184	2730	2247	1110	1666	1054	2977	3004	2839	4080		
9%	1069	1163	989	997	927	847	1197	694	1314	1381	1585	1064	2460	2022	990	1492	947	2682	2706	2548			
10%	970	1055	893	900	840	766	1085	628	1191	1250	1438	965	2230	1838	907	1348	858	2436	2450	2304	3320		
11%	886	964	812	821	766	697	990	572	1087	1138	1314	880	2037	1675	809	1226	783	2239	2237	2104			
12%	815	887	742	751	703	638	909	519	999	1046	1208	809	1872	1539	738	1121	719	2051	2055	1931			
13%	752	820	682	691	649	586	839	483	921	960	1116	747	1729	1420	676	1031	663	1898	1898	1782			
14%	698	760	621	638	601	539	778	446	854	888	1035	692	1604	1319	622	952	614	1764	1760	1652			
15%	650	708	588	592	559	503	724	415	795	824	964	644	1493	1228	574	882	572	1645	1639	1537			
16%	608	662	542	551	522	468	676	387	742	798	901	601	1395	1148	532	821	533	1540	1531	1435			
17%	570	621	505	514	488	436	633	362	695	718	845	563	1308	1077	491	765	499	1446	1434	1343			
18%	536	584	472	481	458	408	595	339	652	672	794	529	1229	1012	462	748	469	1362	1348	1261	1800		
19%	504	550	442	451	431	381	560	319	615	631	748	498	1158	953	429	671	441	1285	1269	1187			
20%	477	520	414	428	406	360	530	300	580	594	707	470	1093	900	401	630	416	1227	1198	1120			
21%	451	492	389	399	384	328	499	283	548	559	669	408	1034	852	378	592	393	1153	1133	1058			
22%	428	469	367	377	363	308	475	267	519	528	634	387	976	808	352	559	372	1095	1074	1002			

Above are ratings for districts with long continuous grades. For districts with short pieces of maximum grade ratings should be increased 10%.
Make 10% reduction when temperature 5° to 25° above.
Make 20% reduction when temperature 5° above to 10° below.
Make 30% reduction when temperature 10° below or colder.

COMPANY SURGEONS

Dr. Chas. C. Newcastle, Chief Surgeon } 318 Mayer Bldg., Portland. Telephone Beacon 5070;
Dr. Wilmot C. Foster, Asst. Surgeon } if no answer call Beacon 3181.
Dr. R. D. Wiswall, Local Surgeon, Vancouver.
Dr. W. B. McMakin, Local Surgeon, Camas.
Dr. H. W. Clearwater, Local Surgeon, Washougal.
Dr. John L. Harris, Local Surgeon, Stevenson.
Dr. W. H. Warner, Local Surgeon, White Salmon.
Dr. H. H. Hartley, Local Surgeon, Goldendale.
Dr. F. G. LeFor, Local Surgeon, Goldendale.
Dr. W. F. Shorts, Local Surgeon, Wishram.
Dr. V. G. Backman, Local Surgeon, Pasco.
Dr. Chas. W. May, Local Surgeon, Pasco.
Dr. Evan Ardiel, Local Surgeon, Washtucna.
Dr. E. R. Northrop, Local Surgeon, Spokane.
Dr. R. F. Jones, Local Surgeon, Redmond.
Dr. R. W. Hendershott, Local Surgeon, Bend.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employees or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Hospital Fund will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary, proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Hospital Fund after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished only at hospitals with which the Company has made arrangements. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

STRETCHERS ARE LOCATED AT FOLLOWING POINTS

Portland.....	Baggage Room
Vancouver.....	Baggage Room
Vancouver.....	Steam Derrick Outfit
Stevenson.....	Station
Lyle.....	Station
Wishram.....	Station
Wishram.....	Steam Derrick Outfit
Pasco.....	Baggage Room
Snake River.....	Station
Washtucna.....	Station
Lamont.....	Station
Maupin.....	Station
Metolius.....	Station
Bend.....	Station

SPEED TABLE

60 miles per hour is equivalent to one mile in 1 minute and 0 seconds.
55 miles per hour is equivalent to one mile in 1 minute and 5 seconds.
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

Ball Railroad Time Service of Ohio, 284 Endicott Bldg.....	ST. PAUL, MINN
Weisfeld & Goldberg, 530 S. W. Washington St.....	PORTLAND
Dillen Rogers, Killingsworth and Albina Aves.....	PORTLAND
Joseph Carter.....	VANCOUVER
J. L. Phelps.....	NORTH BONNEVILLE
H. W. Hull.....	PASCO
T. J. Morris.....	SPOKANE
L. R. Squibb.....	HILLYARD
M. H. Symons.....	BEND

J. A. O'HEARN, Trainmaster, Vancouver

J. DICKSON, Master Mechanic, Vancouver

H. JACKSON, Asst. Trainmaster, Spokane

F. C. WAGER, Traveling Engineer, Vancouver

B. L. SPERRY, Chief Dispatcher, Portland

