

SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

TIME TABLE No. 1

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

SUNDAY, JUNE 27, 1909

WEST BOUND														PORTLAND TO VANCOUVER														EAST BOUND													
THIRD CLASS	SECOND CLASS		FIRST CLASS											Car Capacity of Siding	Distance from Spokane	Time Table No. 1 IN EFFECT JUNE 27, 1909		Distance from Portland	Water, Coal, Wages, Turn Tables, and Scales.	FIRST CLASS										SECOND CLASS		THIRD CLASS									
	125						113	111	109	107	105	103	101								102	104	106	108	110	112	114					126									
	N. P. Time Freight No. 65						N. P. Passenger No. 13	S. P. S. Passenger No. 1	N. P. Passenger No. 33	N. P. Passenger No. 7	S. P. S. Passenger No. 5	S. P. S. Passenger No. 3	N. P. Passenger No. 1								N. P. Passenger No. 2	N. P. Passenger No. 8	S. P. S. Passenger No. 2	N. P. Passenger No. 14	N. P. Passenger No. 34	S. P. S. Passenger No. 6	S. P. S. Passenger No. 4					N. P. Time Freight No. 66									
	Daily						Daily	Daily	Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily									
	De 10:35 AM						De 9:55 PM	De 8:18 PM	De 8:00 PM	De 3:25 PM	De 11:26 AM	De 7:56 AM	De 6:25 AM	Yard	367.5	VANCOUVER.....	10.0	WCTV	Ar 12:50 AM	Ar 8:50 AM	Ar 9:20 AM	Ar 10:35 AM	Ar 3:35 PM	Ar 4:50 PM	Ar 6:15 PM				Ar 9:25 PM												
															369.4	STOCKDALE JCT.....	8.1																								
	10.50						10.08	f 8.25	f 8.13	f 3:38	s 11:35	f 8.06	f 6.38		370.5	DN.....ST. JOHNS.....SJ	7.0		f 12.35	f 8.35	f 9.10	10.20	f 3:20	s 4.40	f 6.05				9.10												
	Ar 11:00 AM						Ar 10:18 PM	Ar 8:34 PM	Ar 8:23 PM	Ar 3:48 PM	Ar 11:44 AM	Ar 8:15 AM	Ar 6:48 AM		373.0	DN.....NORTH PORTLAND.....BA	4.5	VJ	De 12:27 AM	De 8:27 AM	De 9:00 AM	De 10:42 AM	De 3:12 PM	De 4:32 PM	De 5:55 PM				De 8:55 PM												

BETWEEN N. P. CONNECTION AT CITY LIMITS, AND NORTH PORTLAND TRAINS WILL BE GOVERNED BY N. P. RY., PACIFIC DIV. TIME TABLE AND SPECIAL RULES.

							De 8:41 PM				De 11:51 AM	De 8:22 AM			375.7		1.8				Ar 8:53 AM				Ar 4:23 PM	Ar 5:48 PM							
							Ar 8:50 PM				Ar 12:00 NOON	Ar 8:30 AM		Yard	377.5			DN			De 8:45 AM				De 4:15 PM	De 5:40 PM							
	125						111	109	107	105	103	101									102	104	106	108	110	112	114				126		
	Daily						Daily	Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily				
	0.25 18.2						0.23 14.3	0.34 17.6	0.23 14.3	0.23 14.3	0.34 17.6	0.34 17.6	0.23 14.3					Time Over District. Average Speed Per Hour.		0.23 14.3	0.23 14.3	0.35 17.2	0.23 14.3	0.23 14.3	0.35 17.2	0.35 17.2			0.30 11.0				

BETWEEN VANCOUVER AND NORTH PORTLAND AND BETWEEN CITY LIMITS AND PORTLAND, HOYT ST. DEPOT, ALL TRAINS WILL BE HANDLED UNDER BLOCK SYSTEM. See Time Card Rules 2, 3 and 4

SPECIAL RULES

- (1) Trains will be governed by Pacific Standard Time.
- (2) Between Vancouver and North Portland and between City Limits and Portland, Hoyt Street Depot, all trains will be handled under Block System, which will consist of a Clearance Card, form No. 1222, properly numbered and completed.
- (3) No train or engine will occupy trackage space in these block districts unless Conductors and Engineers hold authority conferred by Block Clearance Card.
- (4) Authority conferred by Block Clearance Card, form 1222, must be used within ten (10) minutes after time it is made complete, or employees holding same must report at Telegraph Office for further orders.

- (5) See rules on back of Clearance Cards, form No. 1222.
- (6) Switch at Northern Pacific Connection, City Limits, Portland, will be kept set and locked for Northern Pacific main line.
- (7) At North Portland, Trains using Spokane, Portland and Seattle tracks will be governed by the position of the UPPER BLADES of Semaphore.
- (8) West leg of wye at North Portland will be considered as main line, and switches set accordingly.
- (9) Junction switch at east end Columbia River Bridge, Vancouver, will be kept set and locked for Northern Pacific main line.

- (10) All trains will come to full stop at fixed danger signals located 200 feet from draw spans of the Willamette and Columbia River Bridges between North Portland and Vancouver. Engineers will then sound four (4) short (S-O-O-O) blasts of whistle for draw, and will not proceed until signalled ahead by green signal in hands of flagman on deck of draw span, which signal must be answered by engineer in usual manner.
- (11) All trains must come to full stop 200 feet from draw span of the Oregon Slough Bridge, which bridge is located 2135 feet west of the west end of Columbia River Bridge, or at west end of viaduct crossing Shaw's island, and will not proceed over that span until same is known to be closed.

H. S. MCINTYRE, Chief Dispatcher.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY
DESTROY ALL PREVIOUS TIME TABLES

M. F. KINCAID, Trainmaster

J. McGUIRE, Superintendent, Portland

J. P. ROGERS, Superintendent, Vancouver

J. RUSSELL, General Superintendent