

SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

TIME TABLE No. 2

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

MONDAY, SEPTEMBER 20, 1909

WEST BOUND

PORTLAND TO VANCOUVER

EAST BOUND

THIRD CLASS	SECOND CLASS		FIRST CLASS														Car Capacity of Sillings	Distance from Spokane	Time Table No. 2 IN EFFECT SEPT. 20, 1909		Distance from Portland	Water, Coal, Wood, Turn Tables, and Scales	FIRST CLASS														SECOND CLASS		THIRD CLASS			
	127	125					123	121	119	117	115	113	111	109	107	105			103	101			102	104	106	108	110	112	114	116	118	120	122	124								126
	N. P. Time Freight No. 65	A. & C. R. Time Freight No. 32					N. P. Passenger No. 13	A. & C. R. Passenger No. 4	S. P. S. Passenger No. 1	N. P. Passenger No. 33	A. & C. R. Passenger No. 8	N. P. Passenger No. 7	A. & C. R. Passenger No. 2	S. P. S. Passenger No. 5	A. & C. R. Passenger No. 6	N. P. Passenger No. 49	S. P. S. Passenger No. 3	N. P. Passenger No. 1			N. P. Passenger No. 2	A. & C. R. Passenger No. 1	N. P. Passenger No. 8	S. P. S. Passenger No. 2	N. P. Passenger No. 14	A. & C. R. Passenger No. 5	N. P. Passenger No. 34	N. P. Passenger No. 60	S. P. S. Passenger No. 6	S. P. S. Passenger No. 4	A. & C. R. Passenger No. 7	A. & C. R. Passenger No. 3							A. & C. R. Time Freight No. 33	N. P. Time Freight No. 66		
	Daily	Daily Ex. Sunday					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	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 8.16 PM	De 8.00 PM		De 11.28 AM		De 8.20 AM	De 7.56 AM	De 6.25 AM					Ar 12.50 AM		Ar 8.50 AM	Ar 9.20 AM	Ar 10.35 AM		Ar 3.35 PM	Ar 3.55 PM	Ar 4.50 PM	Ar 6.15 PM									Ar 9.25 PM			
	10.50						10.08		f 8.25	f 8.13		f 11.35		f 8.35	f 8.06	f 6.38					f 12.35		f 8.35	f 9.10	10.20		f 3.20	f 3.38	s 4.40	f 6.05											9.10	
	11.00	De 2.55 AM					10.18	De 9.47 PM	8.34	8.23	De 5.06 PM	3.48	De 12.00 Noon	11.44	De 10.12 AM	8.44	8.15	6.48				Ar 8.11 AM	8.27	9.00	10.12	Ar 1.26 PM	3.12	3.31	4.32	5.55	Ar 6.21 PM	Ar 6.41 PM							Ar 7.50 PM	8.55		
	11.10						10.24		8.29	8.41		3.54	11.51		10.8	8.51	8.22	6.54				12.20	8.05	10.8	8.53	10.05	1.20	3.05	3.24	4.23	5.48	6.15	6.35					7.39	8.45			
	Ar 11.20 AM	Ar 3.20 AM					Ar 10.30 PM	Ar 10.00 PM	Ar 8.35 PM	Ar 5.20 PM	Ar 4.00 PM	Ar 12.15 PM		Ar 10.25 AM	Ar 9.00 AM		Ar 7.00 AM				De 12.15 AM	De 8.00 AM	De 8.15 AM		De 10.00 AM	De 1.15 PM	De 3.00 PM	De 3.15 PM			De 6.10 PM	De 6.30 PM					De 7.30 PM	De 8.35 PM				
								Ar 8.50 PM					Ar 12.00 Noon			Ar 8.30 AM														De 4.15 PM	De 5.40 PM											
	127	125					123	121	119	117	115	113	111	109	107	105	103	101																								
	Daily	Daily Ex. Sunday					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	0.45 13.3	0.25 10.5					0.35 17.2	0.13 20.7	0.34 17.6	0.35 17.2	0.14 19.2	0.35 17.2	0.15 18.0	0.34 17.6	0.13 20.7	0.40 15.0	0.34 17.6	0.35 17.2				0.55 17.2	0.11 24.5	0.35 17.2	0.35 17.2	0.35 17.2	0.11 24.5	0.35 17.2	0.40 15.0	0.35 17.2	0.35 17.2	0.11 24.5	0.11 24.5					0.20 13.5	0.50 12.0			

BETWEEN VANCOUVER AND PORTLAND, 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 Portland depots, 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 block district 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 (o 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.

W. H. CLARK, Chief Dispatcher.

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

C. A. VERMILLION, Trainmaster

J. McGUIRE, Superintendent, Portland

J. P. ROGERS, Superintendent, Vancouver

J. RUSSELL, General Superintendent