

# SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

## TIME TABLE No. 53

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

PACIFIC TIME

# SATURDAY, JUNE 19, 1915

		WEST BOUND			VANCOUVER TO PORTLAND																						
Car Capacity of Sidings	Distance from Spokane	Time Table No. 53 IN EFFECT JUNE 19, 1915		Distance from Vancouver	Water, Coal, Wyes, Turn Tables, and Scales.	FIRST CLASS																SECOND CLASS					
						G. N. 455	O.-W.R.&N. 563	N.P. 401	S. P. S. 3	S. P. S. 26	S. P. S. 5	S. P. S. 22	S. P. S. 80	N.P. 407	O.-W.R.&N. 511	S. P. S. 34	S. P. S. 28	O.-W.R.&N. 569	G. N. 457	S. P. S. 7	S. P. S. 1	S. P. S. 24	G. N. 459	S. P. S. 32	N.P. 413	S. P. S. 82	N. P. 679
		Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight
STATIONS		WCTO																									
Yard	869.5	DN... VANCOUVER... MX 1.4																									
	870.9	...NORTH PORTLAND... 1.4																									
	871.4	...N'TH PORTLAND JCT... 1.1	J																								
75	872.5	DN... EAST ST. JOHNS... SJ 2.5	J																								
	876.0	DN... WILLBRIDGE... BA 2.7	VJ																								
	877.7	DN... CITY LIMITS... C 1.8	J																								
	879.5	DN... PORTLAND... VC Union Depot																									
Yard	879.5	DN... PORTLAND... OW Hoyt Street Depot	WCTO																								
		Time Over District. Average Speed Per Hour.																									

BETWEEN VANCOUVER AND PORTLAND, ALL TRAINS WILL BE HANDLED UNDER BLOCK SYSTEM. See Time Card Rules 2, 3, 4 and 5

		EAST BOUND			PORTLAND TO VANCOUVER																						
Car Capacity of Sidings	Distance from Spokane	Time Table No. 53 IN EFFECT JUNE 19, 1915		Distance from Portland	Water, Coal, Wyes, Turn Tables, and Scales.	FIRST CLASS																SECOND CLASS					
						G. N. 460	S. P. S. 21	N.P. 408	S. P. S. 6	S. P. S. 29	O.-W.R.&N. 562	S. P. S. 38	S. P. S. 2	G. N. 458	S. P. S. 25	S. P. S. 31	O.-W.R.&N. 512	N. P. 434	G. N. 456	S. P. S. 27	S. P. S. 8	S. P. S. 23	S. P. S. 4	O.-W.R.&N. 564	N.P. 402	N. P. 680	O.-W.R.&N. 692
		Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight
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### SPECIAL RULES

- (1) All Trains will be governed by Pacific Standard Time.
- (2) Between East St. Johns 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 between East St. Johns and Portland Depots 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) All trains will move between Vancouver and East St. Johns without Block card authority, moving only with current of traffic, and governed by automatic and interlocking signals. In case of single track being used between Vancouver and East St. Johns, no train or engine will occupy trackage space between these points except on authority conferred by block clearance form 1222. All west-bound trains must obtain clearance on train order signal before leaving Vancouver.
- (6) See rules on back of Clearance Cards, form No. 1222.
- (7) Switches at City Limits, Portland, will be handled by operators.
- (8) At Willbridge—Trains to and from Vancouver will be governed by the position of the UPPER BLADES and trains to and from Linton by LOWER BLADES of Train Order Semaphore.
- (9) At Willbridge Switches will be handled by Operators. The Portland Div. Connection Switch, Westbound track, east (on Terminal Div.) of depot, will normally be set for Terminals Div. Westbound track.
- (10) Within City Limits of Portland trains must not exceed eight (8) miles per hour. Speed of trains over drawbridges between Willbridge and Vancouver must not exceed thirty (30) miles per hour and reduce speed to ten (10) miles per hour over rail locks at end of Willamette River. Oregon Slough and Columbia River Drawbridges.
- (11) Interlocking plants are located at Willamette Drawbridge, North Portland Jct., Oregon Slough Drawbridge and Columbia River Drawbridge.
- (12) For instructions governing Interlocking plants and Electric Automatic Block Signals see Rules.
- (13) All trains must come to full stop, at Junction board, just east of Willbridge Station.
- (14) At East St. Johns No. 1 will stop on signal to discharge passengers from Lyle or East, No. 3 from Fallbridge or East No. 2 to pick up passengers for Lyle or East and No. 4 for Fallbridge or East.
- (15) Portland yard limits extend from city limits to Hoyt street.

NORMAL POSITION SWITCHES CITY LIMITS SET FOR WEST BOUND N. P. TRACK

**THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY  
SUPERSEDING TIME TABLE NO. 52 AND SUPPLEMENTS THERETO**

A. KASE, Chief Dispatcher  
E. B. HEATH, Trainmaster

H. M. HUSTON, Chief Dispatcher.  
F. C. WAGER, Trainmaster.

P. McKAY, Assistant Superintendent, Portland

A. J. DAVIDSON, Superintendent, Portland

F. A. BRAINERD, Superintendent, Vancouver

C. O. JENKS, Gen. Manager