## SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

EST BOTT TEKNING OF THE CARE SINGLE S

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

SUNDAY, MARCH 19, 1916

SUPERSEDING TIME TABLE NO. 58 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

WEST BOUND

					WES	т во	UND		Ministration of the Control of the C	TER	MINA	LS DI	VISIO	N—VA	NCOU	VER	то Р	ORTL	AND								
_			1.	ld,s			FIRST CLASS																SECOND CLASS				
Capacity o	F e	Time Table No. 59	ice fron	Fuel, Wye	G. N. 455	0w. R. & N. 563	N, P. 401	s. p. s.	s. p. s. 26	s. p. s. 5	s. p. s. 22	N. P. 407	0w.R. & N. 511	s. p. s. 28	0w.r. & N. 569	G. N. 457	The second second	s. p. s. 1	s. p. s. 24	G. N. 459	N. P. 413	I AM Y	a m d	s. r. s. 94	N. P. 679	0w. r. & n. 691	3. P. & S. 182
Car Car	Distance Spokan	IN EFFECT MAR. 19, 1916	Distar	ater, Furn Ta	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		A MARIE	Time Freight	Time Freight	Time Freight	Local Freight
		STATIONS		N T S	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Da ily	1 1966		Daily Exc. Mon.	Daily	Daily	Daily Exc. Sun.
Yard	369.5	DN VANCOUVER MX	0.0	WFTY 0	1 5.25AM	L 6.00AM	L 6.30A	L 7.30A	M MAN	L 9.15AM	ALL DEN	L 2.10PM	L 2.59PM	CHARLES !	L 4.50PM	L 5.20PM	L 5.25PM	L 7.11PM		L 9.30PM	L 10.00PM		A M A	10 1 PM	L 5.45AM	L 6.15AM	
	370.9	NORTH PORTLAND	1.4		s 5.30	f 6.05	s 6.37	7.35		f 9.21		s 2.17	3.04		4.55	f 5.25	f 5.30	7.16		9.35	10.05				5.53	6.23	
	371.4	"N'T'H PORTLAND JCT	1.9	J	5.31	6.09	6.38	7.36	555h, 55	9.22	1 M AV	2.18	3.05	No. 10	4.56	5.26	5.32	7.17	INCOME THE PERSON	9.36	10.06				5.55	A 6.28AM	
95	372.5	DN.EAST ST. JOHNS SJ	3.0		f 5.35	6.13	f 6.41	7.38		s 9.24	W	f 2.21	3.08	07	4.59	f 5.28	s 5.35	7.20		f 9.38	f 10.09				6.00		
	375.1	DN. WILLBRIDGEBA	5.6	J	5.42	6.23	6.46	7.44	L 8.59AM	9.32	L11.49AM	2.26	3.14	L 4.19P.	5.05	5.34	5.42	7.28	L 9.24PM	9.44	10.16			L 2.05AM	6.10		L 2.05PM
-		DNCITY LIMITSC	8.2	J	5.50	6.33	6.53	7.50	9.05	9.40	11.55	2.33	3.20	4.25	5.11	5.45	5.50	7.35	9.30	9.50	10.23			2.18	6.20		2.18
	379.5	DNPORTLANDVC	10.0			A 6.45AM	A 7.00M					A 2.40PM	A 3.30PM		A 5.20PM						A10.30PM				A 6.30AM		
Yard	379.5 DNPORTLAND Di. 10.0 WFT0				A 6.00AM		A 8.00A	A 9.15AM	A 9.50AM	9.50AM A12.05PM			A 4.35PM A 5.				A 7.45PM	▲ 9.40PM	M A10.00PM				A 2.30AM			A 2.30PM	
		Hoyt Street Depot			455	563	401	3	26	5	22	407	511	28	569	457	7	1	24	459	413			94	679	691	182
			0000		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		-	Daily Exc. Mon.	Daily	Daily	Daily Exc. Sun
		Time Over District. Average Speed Per Hour.			0.35 17.1	0.45 13.3	0.30 20.0	0.30 20.0	0.16 16.9	0.35 17.1	0.16 16.9	0.30 20.0	0.31 19.4	0.16 16.9	0.30 20.0	0.35 17.1	0.85 17.1	0. <b>34</b> 17.6	0.16 16.9	0 30 20.0	0·30 20·0			0.25 10.5	0·45 13 3	0-13 8-8	0.25 10.5
		The state of the s	100			BETWE	EN VANC	OUVER	AND POI	RTLAND,	ALL TE	RAINS W	ILL BE	HANDLE	ED UNDE	R BLOCK	SYSTE	M. Se	e Time C	ard Rule	s 2, 3, 4 and	5					
					EAST	BOUN	ID			TER	MINA	LS DI	VISIO	N-PC	ORTLA	ND TO	VAN	COUV	ER								
			1	nd nd	100	100 VII	1		100			-	THE STREET		FIRST CI	ASS		1874		STATE OF THE PARTY.		19 10		SEC	COND CL.	ASS	Third Class
Car Capacity Sidings	Distance from Spokane	Time Table No. 59	and	ables, a	G. N. 460	N. P. 408	s. p. s.	s. p. s. 21	0,-W. R. & N. 562	s. p. s. 2	G. N. 458	s. p. s. 25	0w. 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	564	N. P. 402			N. P. 680	0w. r. & n. 692	s. p. s. 93	s. p. &s. 181
Car Ca Sidi	Spol	IN EFFECT MAR. 19, 1916	Distanc	Turn T Scales.	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenge.	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Time Freight	Time Freight	Time Freight	Local Freight
		STATIONS		W	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily Exc. Sat.	Daily Exc. Sun.
Yard	369.5	DN VANCOUVERMX   10.0   A 1.00AM A 8.00AM A 8.09AM   A 8.56AM A10.24AM A10.30AM   A 2.36PM A 4.40PM A 5.35PM   A 6.29PM   A 7.39PM												39PM A11.26PM A11.59PM					A 8.30PM								
	370.9	O NORTH PORTLAND	8 6		12.55	s 7.54	f 8.04	15 Ye	f 8.51	10.18	10.24	200	2.31	f 4.32	f 5.28	-Y-A	f 6.24	222	7.34	11.21	11.51			6.57	8.17		
0	371.4	D .N'T'H PORTLAND JCT	8 1	J	12.54	7.53	8.03	***	8.50	10.17	10.23		2.30	4.31	5.27	1 2 2 2	6.23	N N color	7.33	11.20	11.50			6.56	L 8.15PM		
95	372.5	DN. EAST ST. JOHNS.SJ	7.0		f 12.52	1 7.51	s 8.01		8.48	10.15	110.21		2.28	1 4.29	f 5.24		s 6.21		7.31	11.18	111.48			6.53			
	375.1	DNWILLBRIDGEBA	4.4	J	12.46	7.46	7.55	A 8.26M	8.43	10.10	10.15	▲12.41PM	2.23	4.22	5.16	A 5.26PM	6.15	A 6.31PM	7.25	11.13	11.41			6.44		A10.25PM	A 5.25AM
,	877.7	DN CITY LIMITSC	1.8	J	12.40	7.40	7.50	8.20	8.38	10.05	10.10	12.35	2.18	4.15	5.10	5.20	6.10	6.25	7.20	11.08	11.35			6.35		10.13	5.13
1	379.5	DNPORTLANDVC				L 7.35AM			L 8.30AM				L 2.10PM	L 4.10P	м					L11.00P.M	L11.30PM		1	L 6.20PM			

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

456

Daily

0.35 17.1

Daily

434

Daily

0.30

SPECIAL RULES

21

Daily

562

Daily

0.26 23.1

2

Daily

L 7.40AM L 8.10AM

Daily

No. No. No.

.. PORTLAND ...

Time Over District. Average Speed Per Hour.

Yard 379.5 DN ....

No.

No.

No.

OW 0.0 WFTO L12.30AM

460

Daily

408

Daily

No.

Special rules supersede rules and regulations of Transportation Department.

Trains will date from the time due to leave Initial Stations.

Initial Stations:
Portland, Hoyt Street Depot for trains 2, 4, 6, 8, 21, 23, 25, 27, 93, 181.

Willbridge for trains 22, 24, 26, 28, 94, 182.

Vancouver for trains 1, 3, 5, 7.

Terminal Stations:
Portland, Hoyt Street Depot for trains 1, 3, 5, 7, 22, 24, 26, 28, 94, 182.

Willbridge for trains 21, 23, 25, 27, 93, 181.

Vancouver for trains 2, 4, 6, 8.

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.

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.

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.

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.

See rules on back of Clearance Cards, form No. 1222.

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

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

F. C. BARRETT, Dispatcher B. L. SPERRY, Dispatcher H. M. HUSTON, Dispatcher

L 5.00PM L 5.10PM L 6.00PM L 6.15PM L 7.10PM

.Daily

23

Daily

0.16 16.9

402

Daily

564

Daily

Daily

0.30 20.0

- No. 9. Switches at City Limits, Portland, will be handled by operators.
  No. 10. At Willbridge—Trains to and from Vancouver will be governed by the position of the UPPER BLADES and trains to and from Linnton by LOWER BLADES of Train Order Semaphore.
  No. 11. At Willbridge Switches will be handled by Operators. The Portland Div. Connection Switch, Westbound track, east (on Terminals Div.) of depot, will normally be set for Terminals Div. Westbound track.
  No. 12. Maximum speed for passenger trains at any point must not exceed fifty (50) miles per hour, and freight trains thirty (30) miles per hour. Between city limits and Portland, trains must not exceed fifty (50) 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.
  No. 13. Interlocking plants are located at Willamette Drawbridge, North Portland Jet., Oregon Slough Drawbridge and Columbia River Drawbridge.
  No. 14. For instructions governing Interlocking plants and Electric Automatic Block Signals see Rules,
  No. 15. All trains must come to full stop, at Junction board, just east of Willbridge Station.
  No. 16. 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.
  No. 17. Portland yard limits extend from city limits to Hoyt Street.
  No. 18. Unless some form of block signals are used trains in same direction must keep at least ten minutes apart except in closing up at stations and operators must space trains ten minutes apart, using the train order signal for that purpose. They must show on clearance card, approaching all stations where the view is obscured at a rate of speed that will enable them to stop should an emergency arise.
  No. 19. Flagman of all trains between Portland and Vancouver will ride on rear platform of rear

R. E. WHITE, Asst. Chief Dispatcher

512

Daily

25

Daily

A. KASE, Chief Dispatcher

L 9.55AM L10.00AM L12.25PM

458

Daily

0.30 20.0

A. L. RYAN, Trainmaster and Traveling Engineer

JOS. GRANT, Trainmaster and Traveling Engineer F. C. WAGER, Trainmaster and Traveling Engineer P. McKAY, Asst. Superintendent

110.00PM L 5.00AM

181

Daily Exc. Sun

0.25 10.5

93

692

Daily

680

Daily

0.45 13.3