

SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

TIME TABLE No. 63

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

SUNDAY, OCTOBER 22, 1916

SUPERSEDING TIME TABLE NO. 62 AND ALL SUPPLEMENTS THERETO

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY

R. C. WEGNER, Superintendent

C. A. VERMILLION, Superintendent

H. M. HUSTON, Supt. Car Service

A. J. DAVIDSON, Acting General Superintendent

TERMINALS DIVISION—VANCOUVER TO PORTLAND

Car Capacity of Sidings	Distance from Spokane	Time Table No. 63 IN EFFECT OCT. 22, 1916		Distance from Vancouver	Water, Fuel, Wyes, Turn Tables, and Scales.	FIRST CLASS																		SECOND CLASS				THIRD 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	N. P. 407	O.-W. R. & N. 511	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	N. P. 413					S. P. S. 94	N. P. 679	O.-W. R. & N. 691	S. P. & S. 182	
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					Time Freight	Time Freight	Time Freight	Local Freight
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily Exc. Mon.	Daily	Daily
Yard	369-5	AUTOMATIC BLOCK DOUBLE TRACK	DN... VANCOUVER... MX 1.4	0.0	WFTYO	L 5.25AM	L 6.00AM	L 6.30AM	L 7.30AM		L 9.15AM		L 2.10PM	L 2.59PM		L 4.50PM	L 5.20PM	L 5.25PM	L 7.11PM		L 9.30PM	L 10.00PM				L 5.45AM	L 6.15AM				
	370-9		... NORTH PORTLAND5	1.4		s 5.30	f 6.05	s 6.35	7.35		f 9.21		s 2.15	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... 1.1	1.9	J	5.31	6.09	6.36	7.36		9.22		2.16	3.05		4.56	5.26	5.32	7.17		9.36	10.06				5.55	A 6.28AM				
95	372-5		DN... EAST ST. JOHNS... SJ 2.6	3.0		f 5.35	6.13	f 6.40	7.38		s 9.24		f 2.19	3.08		4.59	f 5.28	s 5.35	7.20		f 9.38	f 10.08				6.00					
	375-1		DN... WILLBRIDGE ...BA 2.6	5.6	J	5.42	6.23	6.45	7.44	L 8.59AM	9.32	L 12.04PM	2.24	3.14	L 4.24PM	5.05	5.34	5.42	7.28	L 9.34PM	9.44	10.14			L 12.50AM	6.10		L 2.55PM			
	377-7		DN... CITY LIMITS...C 1.8	8.2	J	5.50	6.33	6.50	7.50	9.05	9.40	12.10	2.30	3.20	4.30	5.10	5.45	5.50	7.35	9.40	9.50	10.20			1.03	6.20		3.10			
	379-5	DN... PORTLAND... VC Union Depot	10.0			A 6.45AM	A 7.00AM					A 2.40PM	A 3.30PM		A 5.20PM						A 10.30PM				A 6.30AM						
Yard	379-5	DN... PORTLAND... DI Hoyt Street Depot	10.0	WFTO	A 6.00AM		A 8.00AM	A 9.15AM	A 9.50AM	A 12.20PM		A 4.40PM		A 5.55PM	A 6.00PM	A 7.45PM	A 9.50PM	A 10.00PM						A 1.15AM			A 3.20PM				
						455	563	401	3	26	5	22	407	511	28	569	457	7	1	24	459	413			94	679	691	182			
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily Exc. Mon.	Daily	Daily	Daily				
		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	0.35 17.6	0.34 17.6	0.16 16.9	0.30 20.0	0.30 20.0		0.25 10.5	0.45 13.3	0.13 10.5	0.25 10.5				

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

TERMINALS DIVISION—PORTLAND TO VANCOUVER

Car Capacity Sidings	Distance from Spokane	Time Table No. 63 IN EFFECT OCT. 22, 1916	Distance from Portland	Water, Fuel, Wyes, Turn Tables, and Scales.	FIRST CLASS																			SECOND CLASS			THIRD CLASS		
					G. N. 460	N. P. 408	S. P. S. 6	S. P. S. 21	O-W. R. & N. 562	S. P. S. 4	G. N. 458	S. P. S. 25	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. 2	O-W. R. & N. 564	N. P. 402				N. P. 680	O-W. R. & N. 692	S. P. S. 93	S. P. & S. 181	
					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Time Freight	Time Freight	Time Freight	Local Freight
					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	AUTOMATIC BLOCK DN... VANCOUVER...MX 1.4 ...NORTH PORTLAND... .5 ...N'TH PORTLAND JCT... 1.1 DN.EAST ST. JOHNS.SJ 2.6 DN...WILLBRIDGE...BA 2.6 DN... CITY LIMITS ...C 1.8 DN..... PORTLAND VC Union Depot OW DN..... PORTLAND DI Hoy t street Depot	10.0	J	A 1.00AM	A 8.00AM	A 8.09AM		A 8.56AM	A 10.24AM	A 10.30AM		A 2.36PM	A 4.40PM	A 5.35PM		A 6.29PM		A 7.39PM	A 11.26PM	A 11.59PM				A 7.25PM	A 8.30PM			
	370.9		8.6		12.55	s 7.54	f 8.04		f 8.51	10.18	10.24		2.31	f 4.34	f 5.28		f 6.24		7.34	11.21	11.54				7.18	8.17			
	371.4		8.1	J	12.54	7.53	8.03		8.50	10.17	10.23		2.30	4.32	5.27		6.23		7.33	11.20	11.53				7.16	8.15PM			
95	372.5		7.0		f 12.52	f 7.51	s 8.01		8.48	10.15	10.21		2.28	f 4.30	f 5.24		s 6.21		7.31	11.18	11.51				7.13				
176	375.1		4.4	J	12.46	7.46	7.55	A 8.26AM	8.41	10.10	10.15	A 12.41PM	2.23	4.25	5.16	A 5.31PM	6.15	A 6.31PM	7.25	11.13	11.45				7.04		A 9.34PM	A 6.25AM	
	377.7		1.8	J	12.40	7.40	7.50	8.20	8.35	10.05	10.10	12.35	2.18	4.20	5.10	5.25	6.10	6.25	7.20	11.08	11.40				6.53		9.10	6.13	
	379.5	0.0			L 7.35AM			L 8.30AM					L 2.10PM	L 4.10PM					L 11.00PM	L 11.30PM				L 6.40PM					
Yard	379.5		0.0	WFTD	L 12.30AM	L 7.40AM	L 8.10AM		L 9.55AM	L 10.00AM	L 12.25PM		L 5.00PM	L 5.15PM	L 6.00PM	L 6.15PM	L 7.10PM								L 9.00PM	L 6.00AM			
					460	408	6	21	562	4	458	25	512	434	456	27	8	23	2	564	402				680	692	93	181	
					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.	
					0.30 20.0	0.25 24.0	0.80 20.0	0.16 16.9	0.26 23.1	0.29 20.7	0.30 20.0	0.16 16.9	0.26 23.1	0.30 20.0	0.35 17.1	0.16 16.9	0.29 20.7	0.16 16.9	0.30 20.0	0.26 20.7	0.29 20.7				0.45 13.3	0.15 8.0	0.34 7.8	0.25 10.5	

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

SPECIAL RULES

- No. 1. Special rules supersede rules and regulations of Transportation Department.
No. 2. Trains will date from the time due to leave Initial Stations.
No. 3. 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.
No. 4. 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. 5. 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.
No. 6. 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.
No. 7. 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 trains or engine will occupy trackage space between these points except on authority of a block clearance form 1222. All westbound trains must obtain clearance on train order signal before leaving Vancouver.
No. 8. See rules on back of Clearance Cards, form No. 1222.
No. 9. All trainmen and others interested are hereby warned that the majority of cattle guards on Terminals Division are closer to tracks than required standard of the Public Service Commission of Oregon.

- No. 10. Switches at City Limits, will be handled by operators. Normal position switches City Limits—Westbound track set for Hoyt Street Depot; Eastbound track set for Union Depot.
- No. 11. 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 the Train Order Semaphore.
- No. 12. At Willbridge switches will be handled by operators. The Portland Division Connection Switch, Westbound track, east (on Terminals Division) of Depot, will normally be set for Terminals Division Westbound track.
- No. 13. 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 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.
- No. 14. Interlocking plants are located at Willamette Drawbridge, North Portland Junction, Oregon Slough Drawbridge and Columbia River Drawbridge.
- No. 15. For instructions governing Interlocking plants and Electric Automatic Block Signals, see Rules.
- No. 16. All Westbound trains must come to full stop at Junction board, just east of Willbridge station.
- No. 17. At East St. Johns No. 1 will stop on signal to discharge passengers from Lyle or East, No. 3 from Fallbridge or East, No. 4 to pick up passengers for Lyle or East, and No. 2 for Fallbridge or East.
- No. 18. Portland yard limits extend from City Limits to Hoyt Street.
- No. 19. Unless some form of block signals are used passenger trains in same direction must keep at least fifteen minutes apart and other trains ten minutes apart, except in closing up at stations and operators must space passenger trains fifteen minutes apart and other trains ten minutes apart, using the train order signal for that purpose. They must show on clearance card time train will be allowed to depart. Conductors and engineers must respect time marked on clearance card. Trains must approach all stations where view is obscured at a rate of speed that will enable them to stop should emergency arise.
- No. 20. Flagman of all trains between Portland and Vancouver will ride on rear platform of rear car, with necessary flagging equipment, and will promptly protect train at all stops. (Western Coopers Spur, located 5.6 miles from Portland. Capacity 9 cars.)

C. A. HUDSON, Dispatcher
E. B. ARTHUR, Dispatcher
F. C. BARRETT, Dispatcher

R. E. WHITE, Chief Dispatcher
J. E. CHARLAND, Trainmaster

A. KASE, Chief Dispatcher
E. B. HEATH, Trainmaster
P. McKAY, Asst. Superintendent