

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

## **TERMINALS DIVISION**

# **TIME TABLE No. 64**

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

# **SUNDAY, DECEMBER 24, 1916**

**SUPERSEDING TIME TABLE NO. 63 AND ALL SUPPLEMENTS THERETO**

**THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

**R. C. WEGNER, Superintendent**

**C. A. VERMILLION, Superintendent**

**H. M. HUSTON, Supt. Car Service**

**A. J. DAVIDSON, Acting General Superintendent**



## WEST BOUND

## TERMINALS DIVISION—VANCOUVER TO PORTLAND

Car Capacity of Sidings	Distance from Spokane	Time Table No. 64 IN EFFECT DEC. 24, 1916		Distance from Vancouver	Water, Fuel, Wyes, Turn Tables, and Scales.	FIRST CLASS																SECOND CLASS				THIRD CLASS					
						G. N.	O.-W. R. & N.	N. P.	S. P. S.	S. P. S.	S. P. S.	S. P. S.	N. P.	O.-W. R. & N.	S. P. S.	O.-W. R. & N.	G. N.	S. P. S.	S. P. S.	S. P. S.	G. N.	N. P.					S. P. S.	N. P.	O.-W. R. & N.	S. P. & S.	
						455	563	401	3	26	5	22	407	511	28	569	457	7	1	24	459	413						94	679	691	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
STATIONS		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.					
Yard	369.5	DN... VANCOUVER... MX	1.4	0.0	J 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 PORTLAND ...	.5	1.4		s 5.30	f 6.07	s 6.35	7.35		f 9.21		s 2.15	3.04		4.54	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	A 6.10AM	6.36	7.36		9.22		2.16	A 3.05PM		A 4.55PM	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		f 6.40	7.38		s 9.24		f 2.19				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		6.45	7.44	L 8.59AM	9.32	L 12.04PM	2.24		L 4.24PM		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		6.50	7.50	9.05	9.40	12.10	2.30		4.30		5.45	5.50	7.35	9.40	9.50	10.20			1.03	6.20		3.10			
	379.5	DN... PORTLAND ...VC		10.0			A 7.00AM						A 2.40PM									A 10.30PM				A 6.30AM					
Yard	379.5	DN... PORTLAND ...DI.		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		Daily Exc. Mon.	Daily	Daily	Daily Exc. Sun.			
		Time Over District. Average Speed Per Hour.				0.35 17.1	0.10 11.4	0.30 20.0	0.30 20.0	0.16 16.9	0.35 17.1	0.16 16.9	0.30 20.0	0.06 19.0	0.16 16.9	0.05 22.8	0.35 17.1	0.35 17.1	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 8.8	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

EAST BOUND

TERMINALS DIVISION—PORTLAND TO VANCOUVER

Car Capacity Sidings	Distance from Spokane	Time Table No. 64 IN EFFECT DEC. 24, 1916		Distance from Portland	Water, Fuel, Wyes, Turn Tables, and Scales.	FIRST CLASS																SECOND CLASS				THIRD CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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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 track 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 track space between these points except on authority conferred by 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 Cooperage Spur, located 5.6 miles from Portland. Capacity 9 cars. Derail 180 feet East of West Switch.)

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