

SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

TIME TABLE No. 66

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

SUNDAY, JULY 8, 1917

SUPERSEDING TIME TABLE NO. 65 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, General Superintendent

WEST BOUND

TERMINALS DIVISION—VANCOUVER TO PORTLAND

Car Capacity of Siding	Distance from Spokane	Time Table No. 66 IN EFFECT JULY 8, 1917		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.	S. P. S.	N. P.	O.-W. R. & N.	S. P. S.	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.	S. P. S.	S. P. S.	S. P. S.	O.-W. R. & N.	P. & S.
						455	563	401	3	26	5	22	30	407	511	34	28	569	457	7	1	24	459	413	32	94	679	691	182	
						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	Local Freight	
STATIONS						Daily	Daily	Daily	Daily	Daily	Daily	Daily	MONDAY ONLY	Daily	Daily	SUN., WED., FRIDAY	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Yard	369.5	AUTOMATIC BLOCK DN... VANCOUVER... MX 1.4 ... NORTH PORTLAND6 ... N'T'H 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 Hoyt Street Depot	DOUBLE TRACK	0.0	WFTYO	1 5.25AM	1 6.00AM	1 6.30AM	1 7.30AM		1 9.15AM			1 2.10PM	1 2.59PM			1 4.50PM	1 5.20PM	1 5.25PM	1 7.11PM		1 9.30PM	1 10.00PM			1 5.45AM	1 5.05AM		
	370.9			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	5.13		
	371.4			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 5.18AM		
95	372.5			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			5.42		6.45	7.44	1 8.59AM	9.32	1 12.04PM	1 12.19PM	2.24		1 4.19PM	1 4.44PM		5.34	5.42	7.28	1 8.44PM	9.44	10.14	1 10.19PM	1 2.35AM	6.10			1 3.00PM		
	377.7			5.50		6.50	7.50	9.05	9.40	12.10	12.25	2.30		4.25	4.50		5.45	5.50	7.35	8.50	9.50	10.20	10.25	2.50	6.20			3.20		
	379.5					A 7.00AM						A 2.40PM											A 10.30PM				A 6.30AM			
Yard	379.5					A 8.00AM	A 9.15AM	A 9.50AM	A 12.20PM	A 12.35PM		A 4.35PM	A 5.00PM		A 5.55PM	A 6.00PM	A 7.45PM	A 9.00PM	A 10.00PM		A 10.35PM	A 3.00AM				A 3.30PM				
						455	563	401	3	26	5	22	30	407	511	34	28	569	457	7	1	24	459	413	32	94	679	691	182	
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	MONDAY ONLY	Daily	Daily	SUN., WED., FRIDAY	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
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	0.3 17.1	0.16 16.9	0.16 16.9	0.30 20.0	0.06 19.0	0.16 16.9	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	0.16 16.9	0.25 10.5	0.45 13.3	0.13 8.8	0.30 8.8	

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 Siding	Distance from Spokane	Time Table No. 66 IN EFFECT JULY 8, 1917		Distance from Portland	Water, Fuel, Wyes, Turn Tables, and Scales.	FIRST CLASS																SECOND CLASS				THIRD CLASS				
						G. N.	S. P. S.	N. P.	S. P. S.	S. P. S.	O.-W. R. & N.	S. P. S.	S. P. S.	G. N.	S. P. S.	S. P. S.	O.-W. R. & N.	N. P.	G. N.	S. P. S.	S. P. S.	S. P. S.	S. P. S.	O.-W. R. & N.	N. P.	N. P.	O.-W. R. & N.	S. P. S.	S. P. & S.	
						460	21	408	6	29	562	33	4	458	25	31	512	434	456	27	8	23	2	564	402	680	692	93	181	
						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	Local Freight	
STATIONS						Daily	Daily	Daily	Daily	Daily	Daily	TUESDAY, THURS., SAT.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Exc. Sat.	Daily Exc. Sun.				
Yard	369.5	AUTOMATIC BLOCK DOUBLE TRACK	DN... VANCOUVER...MX 1.4	10.0	J WFTYO	A 1.00AM		A 8.00AM	A 8.07AM		A 8.56AM		A 10.24AM	A 10.30AM			A 2.36PM	A 4.40PM	A 5.35PM		A 6.00PM		A 7.39PM	A 11.26PM	A 11.59PM	A 7.25PM	A 8.30PM			
	370.9		... NORTH PORTLAND6	8.6		12.55		s 7.54	f 8.01		f 8.51		10.18	10.24			2.31	f 4.34	f 5.28		f 5.55		7.34	11.21	11.54	7.18	8.17			
	371.4		... N'T'H PORTLAND JCT. ... 1.1	8.1	J	12.54		7.53	7.59		1 8.50AM		10.17	10.23			1 2.30PM	4.32	5.27		5.53		7.33	1 11.20PM	11.53	7.16	1 8.15PM			
95	372.5		DN... EAST ST. JOHNS SJ 2.6	7.0		f 12.52		f 7.51	s 7.57				10.15	10.21			f 4.30	f 5.24		s 5.51		7.31			11.51	7.13				
	375.1		DN... WILLBRIDGE ...BA 2.6	4.4	J	12.46	A 7.31AM	7.46	7.51	A 9.01AM		A 9.45AM	10.10	10.15	A 12.51PM	A 2.15PM		4.25	5.16	A 5.51PM	5.46	A 6.46PM	7.25		11.45	7.04		A 10.19PM	A 6.22AM	
	377.7		DN... CITY LIMITS ...C 1.8	1.8	J	12.40	7.25	7.40	7.45	8.55		9.40	10.05	10.10	12.45	2.10		4.20	5.10	5.45	5.40	6.40	7.20		11.40	6.53		10.10	6.11	
	379.5		DN..... PORTLAND VC Union Depot	0.0				1 7.35AM									1 4.10PM								1 11.30PM	1 6.40PM				
Yard	379.5	DN..... PORTLAND DI Hoyt street Depot	0.0	WFTO	1 12.30AM	1 7.15AM		1 7.35AM	1 8.45AM		1 9.30AM	1 9.55AM	1 10.00AM	1 12.35PM	1 2.00PM		1 5.00PM	1 5.35PM	1 5.30PM	1 6.30PM	1 7.10PM				1 10.00PM	1 6.00AM				
						460	21	408	6	29	562	33	4	458	25	31	512	434	456	27	8	23	2	564	402	680	692	93	181	
						Daily	Daily	Daily	Daily	Daily	Daily	TUESDAY, THURS., SAT.	Daily	Daily	Daily	SATURDAY ONLY	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Time Over District. Average Speed Per Hour.						0.30 20.0	0.16 16.9	0.25 24.0	0.32 18.7	0.16 16.9	0.06 19.0	0.15 17.6	0.29 20.7	0.30 20.0	0.16 16.9	0.15 17.6	0.06 19.0	0.30 20.0	0.35 17.1	0.16 16.9	0.30 20.0	0.16 16.9	0.30 20.0	0.30 20.0	0.06 19.0	0.29 20.7	0.45 13.3	0.15 8.0	0.19 13.9	0.22 12.0

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, 29, 31, 33, 93, 181.
Willbridge for trains 22, 24, 26, 28, 30, 32, 34, 94, 182.
Terminal Stations: Portland, Hoyt Street Depot, for trains 1, 3, 5, 7, 22, 24, 26, 28, 30, 32, 34, 94, 182.
Willbridge for trains 21, 23, 25, 27, 29, 31, 33, 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. In using switch indicators a clear indication does not relieve engine men and trainmen from protecting their trains by flag. See Rule 512.
- No. 17. All Westbound trains must come to full stop at Junction board, just east of Willbridge station.
- No. 18. Before crossing the track of a railroad or passing thereon, and before crossing any draw bridge (except where an interlocking system is in use) every train, engine, motor, hand car or speeder must be brought to a stop at a distance of not less than two hundred feet, nor more than eight hundred feet, from such crossing, switch or draw bridge. Engine men of trains, engines and motors must not proceed until track is plainly seen to be clear and whistle signal as provided by rule 14 (b) has been given. This rule will not apply within Portland yard limits.
- No. 19. 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. 20. Portland yard limits extend from City Limits to Hoyt Street.
- No. 21. 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. 22. 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