SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

TIME TABLE NO. 67

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

SUNDAY, SEPTEMBER 16, 1917

SUPERSEDING TIME TABLE NO. 66 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

			WES	ST BOU	UND			TER	MINA	LS DI	VISIO	N-VA	NCOU	VER	TO F	PORTL	AND								
Sidings Sidings ance from	Time Table No. 67	m res,						FIRST CLASS													SECOND CLASS			THIRD CLAS	
	IN EFFECT SEPT. 16, 1917	nce fro ouver 'uel, Wy	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. 34	s. p. s. 28	0w.R. & N. 569	G. N. 457	s. p.s.	s. p. s. 1	s. p. s. 24	G. N. 459	N. P. 413		94	0w. r. & n. 691	9. P.	s. p. &s. 182
Si Distar		Dista Vanc nter, F urn T	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	N. T. S.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	SUN., WED.,	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily xc. Mon.	Daily	Daily	Daily Exc. Sur
rd 369.5	DN VANCOUVER MX	0.0 WFTYO	L 5.25AM	L 6.00M	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	L10.00PM			L 5.05AM	L 5.45M	4
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			5.13	5.53	
371.4	DN'T'H PORTLAND JCT	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			A 5.18AM	5.55	
5 372.5	DN.EAST ST. JOHNS SJ	3.0	f 5.35		f 6.40	7.38	MAN	s 9.24		f 2.19			M IN		f 5.28	s 5.35	7.20		f 9.38	f 10.08				6.00	
375.1	DN. WILLBRIDGEBA	5.6 J	5.42		6.45	7.44	L 8.59AM	9.32	L12.04PM	2.24	Region	L 4.19PM	L 4.44P.M	8.8,8	5.34	5.42	7.28	L 9.39PM	9.44	10.14	L	2.35AM		6.10	L 2.35
377.7	DNCITY LIMITSC	8.2 J	5.50		6.50	7.50	9.05	9.40	12.10	2.30		4.25	4.50		5.45	5.50	7.35	9.45	9.50	10.20		2.50		6.20	2.50
379.5	DNPORTLANDVC				A 7.00AM					A 2.40PM							100			A10.30PM				A 6.30AM	
rd 379.5	DNPORTLANDDi. Hoyt Street Depot	10.0 WFT0	A 6.00AM		A 8.00AM A 9.15AM			A 9.50AM	A12.20PM			A 4.35PM	A 5.00PM	A 5.55PM A 6.00PM A 7.45PM A 9.55PM A10.00PM					A	A 3.00AM			A 3.00		
			455	563	401	3	26	5	22	407	511	34	28	569	457	7	1	24	459	413		94	691	679	182
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	SUN., WED., FRIDAY	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily xc. 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	0·16 16·9	0.3 17.1	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	0 30 20.0	0·30 20·0		0.25 10.5	0·13 8·8	0.45 13.3	0.25 10.5
				BOUN		DUVER	AND POR		ALL TR			HANDLE				M. Se	e Time C	ard Rule							
11		m yes, and		AUTOD						PARTY NAMED IN		To the state of th	FIRST CL	WALL TO SERVICE AND ADDRESS OF THE PERSON NAMED IN COLUMN TO SERVICE AND ADDRESS OF T				and the same of th				CI.	ECOND CLA	cc	THIRD CLA

			CASI	DUUI	עו			16	CIVILINA	ILS DI	V 1510	N-PU	KILA	ND TO	JVAN	COUV	ER							
Capacity dings nce from okane	Time Table No. 67	n yes, and		FIRST CLASS												SECOND CLA		ASS	THIRD CLAS					
	Time Table No. 67 IN EFFECT SEPT. 16, 1917	tland uel, W	G. N. 460	N. P. 408	s. p. s.	s. p. s. 21	0W. R. & N 562	s. p./s. 33	s. p. s. 4	G. N. 458	s. p. s. 25	0w. r. & n. 512	N. P. 434	G. N. 456	s. P. s. 8	s. p. s. 27	s. p. s. 23	S. P. S. 2	0-w. r. & n. 564	N. P. 402	N. P. 680	0w. r. & n 692	s. p. s. 93	s. p. &s 181
Si Si Dista Sp		Distar Por Turn 7	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Local Freight
	STATIONS	B	Daily	Daily	Daily	Daily	Daily	TUESDAY, THURS. SAT.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Exc. Sat.	Daily Exc. Sur
Yard 369.	5 DN VANCOUVERMX	10.0 WFTYO	A 1.00A	M 8.00A	A 8.07AM		A 8.56A	М	A10.24M	A10.30AM		A 2.36PM	A 4.40P	A 5.35PM	A 6.00PM	4		A 7.398	A11.26PM	A11.59PM	A 7.25PM	A 8.30R		
370.	m	8 6	12.55	s 7.54	f 8.01	m. Text	f 8.51	ero, a arms	10.18	10.24	ALC: NO.	2.31	f 4.34	f 5.28	f 5.55	and the s	PER NAME OF PERSONS	7.34	11.21	11.54	7.18	8.17		
871.		81 J	12.54	7.53	7.59		L 8.50A	м	10.17	10.23		L 2.30PM	4.32	5.27	5.53	1 3 mil 1	0.00	7.33	L 11.20PM	11.53	7.16	L 8.15P	w .	
95 872.	DN.EAST ST. JOHNS.SJ	7.0	f 12.52	f 7.51	s 7.57				10.15	f10.21	R. Dall R. R.	DIRIO,	f 4.30	f 5.24	s 5.51			7.31		f 11.51	7.13			
375.	DNWILLBRIDGEBA	4 4 J	12.46	7.46	7.51	A 8.26AM	d.	A 9.45M	10.10	10.15	A12.51PM		4.25	5.16	5.46	A 5.51PM	A 6.31PA	7.25		11.45	7.04		A10.19PM	A 6.22AM
377.	DN CITY LIMITSC	1.8 ј	12.40	7.40	7.45	8.20		9.40	10.05	10.10	12.45		4.20	5.10	5.40	5.45	6.25	7.20		11.40	6.53		10.10	6.11
379.	DA FURTLAND VC			L 7.35AN									L 4.10PM							L11.30P.M	L 6.40PM			
Yard 879.	5 DN PORTLAND Di. Hoyt Street Depot	0.0 WFT0	L12.30M	Y.	L 7.35M	L 8.10AM		L 9.30AM	L 9.55AM	L10.00AM	L12.35PM			L 5.00PM	L 5.30PM	L 5.35PM	L 6.15PM	L 7.10P					L10.00PM	L 6.00AM
	azyr sirect pepot		460	408	6	21	562	33	4	458	25	512	434	456	8	27	23	2	564	402	680	692	93	181
		ALCOHOL: U	Daily	Daily	Daily	Daily	Daily	TUESDAY, THURS., SAT.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Exc. Sat.	Daily Exc. Sun.
	Time Over District. Average Speed Per Hour.	ancel F	0.30 20.0	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	0.06 19.0	0.80 20.0	0.35 17.1	0.30 20.0	0.16 16.9	0 16 16.9	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

SPECIAL RULES

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

- 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 City Limits, Eastbound trains from S. P. & S. track will be governed by lower blades: Eastbound trains from N. P. tracks by upper blades and all Westbound trains by upper blades of train order semanhore.
- trains from N. P. tracks by upper blades and all Westbound trains by upper blades of train order semaphore.

 No. 12. 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. 13. 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. 14. 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. 15. Interlocking plants are located at Willamette Drawbridge, North Portland Junction, Oregon Slough Drawbridge and Columbia River Drawbridge, North Portland Junction, Oregon Slough Drawbridge and Columbia River Drawbridge, North Portland Junction, Oregon Slough Drawbridge and Columbia River Drawbridge, North Portland Form protecting their trains by flag. See Rule 512.

- No. 18. All Westbound trains must come to full stop at Junction board, just east of Willbridge station.
 No. 19. 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. Enginemen 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. 20. 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. 21. Portland yard limits extend from City Limits to Hoyt Street.
 No. 22. 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, 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. Trains must approach all stations where view is obscured at a rate of speed that will enable them to stop should emergency arise.
 No. 23. Flagman of all trains between Portland and Vancouver will ride on rear platform of rear car, with necessary flagging ebuipment, and will promptly protect train at all stops.
 No. 24. 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